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Sukhoi Su-22 M4

Eduard 1/48th Scale MIG Modelled by Juan Jose Moreno





The Aircraft

The Sukhoi Su-22 is an export version of the Su-17, this in turn was developed from the Su-7 with the intention of improving their performance, and was provided with variable geometry wings which reduced the takeoff and landing distances while doubling its capacity. The first flight of this model was conducted in 1966 and named S-22I or Su-71G by the Soviets and Fitter B by NATO. The aircraft first came to the attention of the Western allies in 1971 and began to appear in the Soviet units within two years and many countries of the Soviet block and numerous Arab countries deployed squadrons equipped with this model.

The Fitter has performed in various wars and skirmishes, has saw action in Afghanistan during the Soviet invasion. Syria used them during the Yom Kippur war, some were shot down during the Gulf War, but perhaps the most striking was the downing of two Libyan Fitters by two Tomcats from VF-41 Black Aces in 1981 in the Gulf of Sidra incident. The model I have chosen is the latest production version of Su-22m4 with advanced avionics including inertial navigation laser rangefinder, more powerful ability to carry TV guided missiles, containers, ECM and radar warning system SPO-15LE.

The Kit

This model is the old mould by Eduard with added resin, photoetch and masks. As far as the plastic parts are concerned, they are rather short on details and have some mistakes in the panelling, the plastic seemed very soft and slightly textured and worst of all the gap between wings and fuselage. The resin parts surprised me that the cockpit came in several parts, the side consoles and back panel, and must glued to the plastic floor supplied in the kit. All this leads to a difficult alignment replacement cockpit parts inside the fuselage.

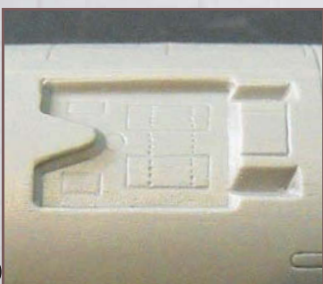
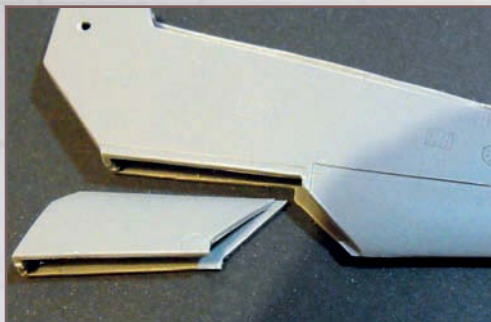


Construction

Normally modellers start with the assembly of the cockpit but in this case I choose to start cutting out the wing slats and flaps to have them in the lowered positions. I prefer to make my own improvements rather than always choosing aftermarket solutions and I have fun! That does not mean that I won't use aftermarket solutions when I need to use them. I used plastic to fill the open areas of the flaps and slats and filled and sanded any gaps. Also with Evergreen I detailed the wing ribs, which lacked any detail and were completely smooth. The next step is to detail the underwing weapons pylons missing details, so working from reference photographs as a guide I used plastic card and rod to add the missing detail. I then moved on to finish riveting the wings doing areas of the wings that are hidden when the wings are folded. The riveting was also applied along the flaps, ailerons and rudder as in photos of these areas the rivet detail is very obvious.

Navigation lights I did by heating some transparent plastic and then squeezing through the light cut outs while still soft. Once cool I trimmed them, glued them in place and polished them.

The detailing of the wheel wells is somewhat more complicated and began with adding plastic sidewall details, supports for the hydraulic cylinders that move the gear legs, and also thin plastic strip around the top edge to create a lip. The whole roof of the well was riveted and copper wiring detail added. On the fuselage the recessed area where the wheel sits is incorrectly shaped so with two-part this was reshaped and rivet detail added. I also detailed inside wheel well doors as they come completely smooth. The nose wheel bay is completely unrealistic, so I built a new one from scratch using measurements from the model parts as a guide.



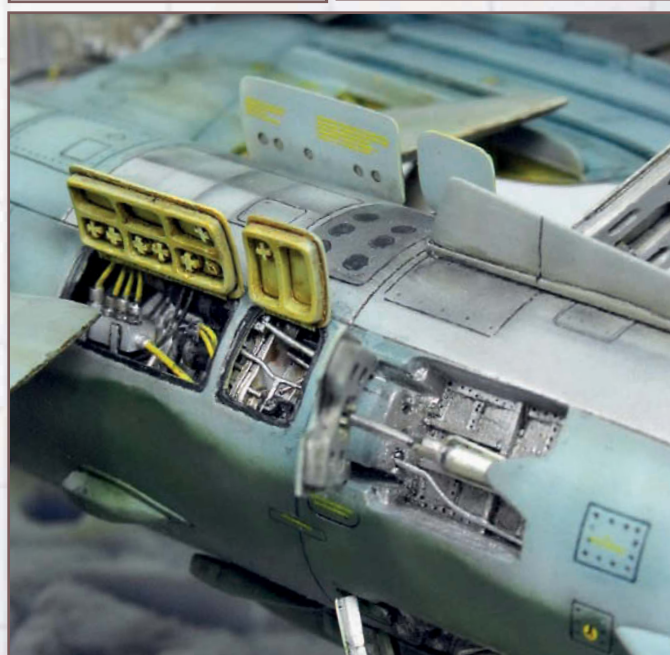
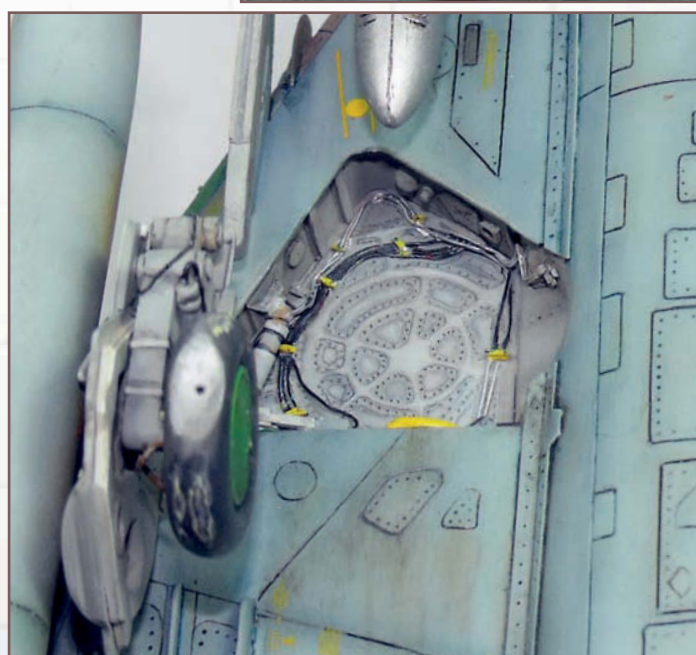
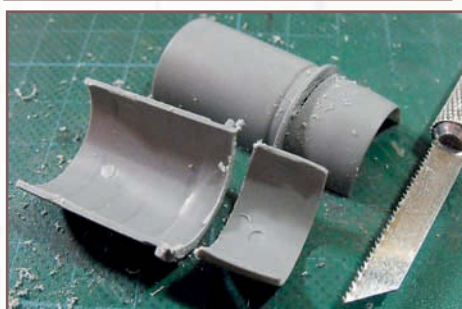
Next I decided to detail the airbrakes and the petals are too thin so I cut open the holes in them and thickened them by adding a lamination of 0.5mm card inside and a thin lip of 0.2mm card on the outside.

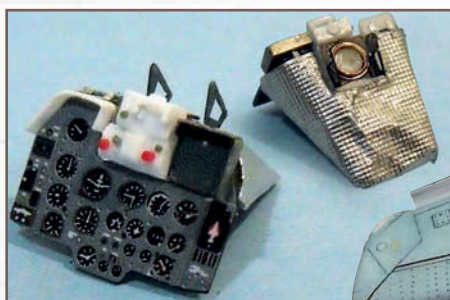




The interiors of the airbrakes are too shallow, so I cut them out and made a new one from plastic. I decided to try my hand at making a resin copy of this rather than making two and eventually I managed to get a good copy in resin.

I also had some success in making resin parts for the exhaust nozzle interior, detailing the nozzle with tin foil which had been corrugated over plastic rod, the petals and the turbine is adapted from a set for a Phantom.





In the nose area I opened the auxiliary air intakes and fairings, added landing lights and towards the tail I opened the engine inspection panels. New scale thickness doors were made along with plug in interiors for the fuselage made from plastic sheet and rod with assorted wires. To finish the detailing I improved the fuselage air intakes, adding the fins from plastic strip and I fitted photoetched cover panels for the flares and chaf dispensers. I cut them and fitted the photoetched panels flush so as not to protrude from fuselage.

sheet and riveted, and some plastic profiles were added around air intakes and other parts like the antennas and pitot tubes.

The landing gear legs are slightly modified and detailed using copper wires, tin foil and plastic. I had a small problem when I lost one half of the nose wheel which forced me to resort to finding a box of leftovers from an old Su-25 which with a little work, replaced the missing part.

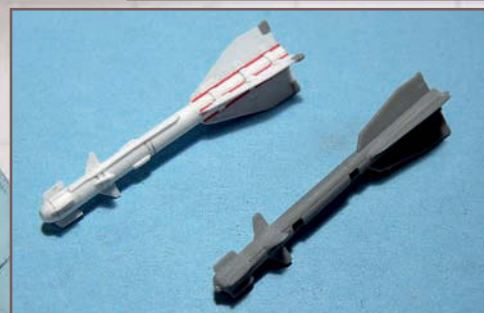
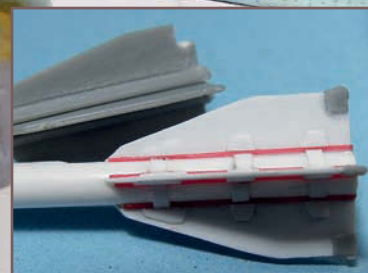
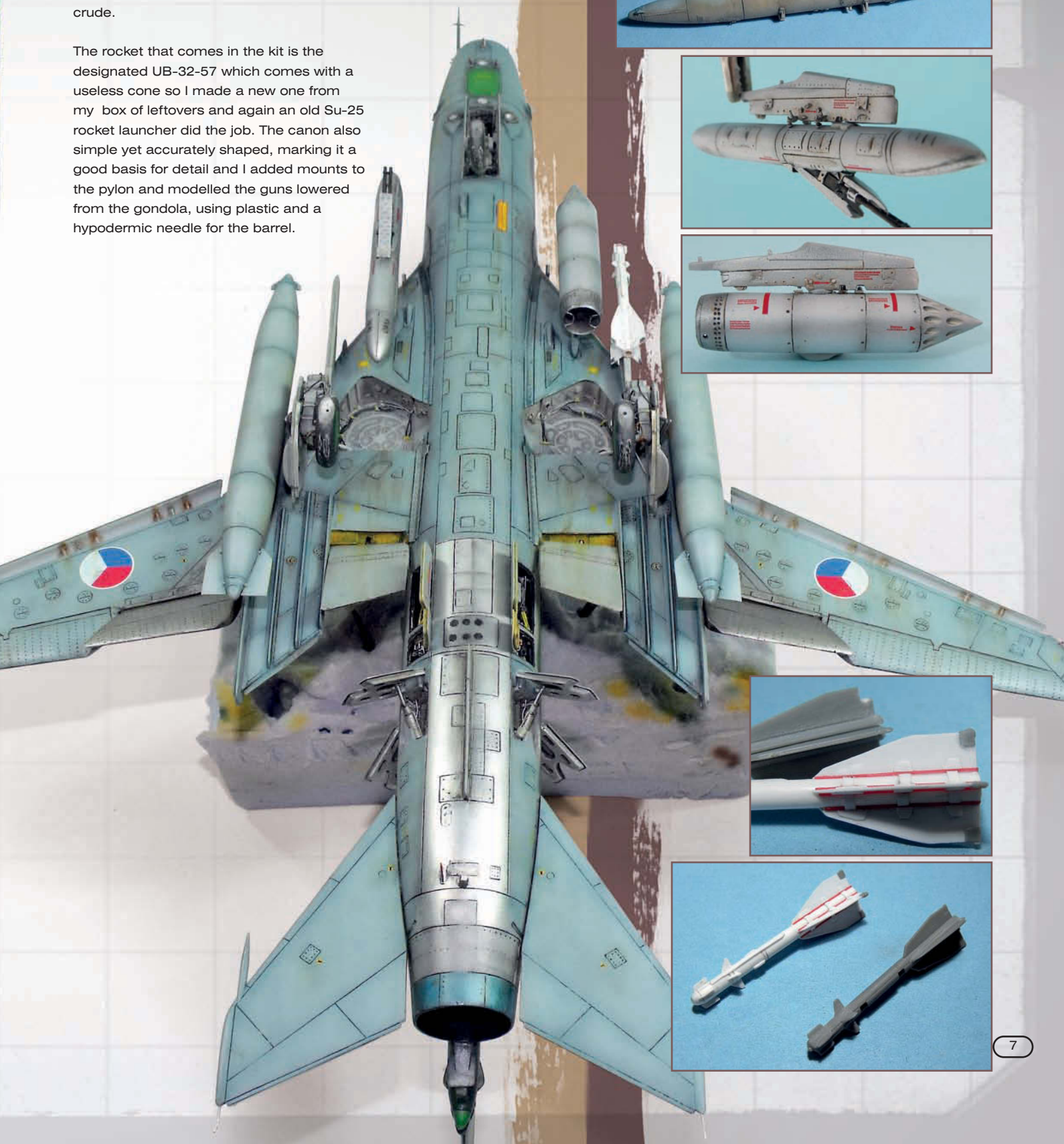
It's time to close the fuselage, making sure that the cockpit will fit as well as the other interior detail parts that I had made. I had

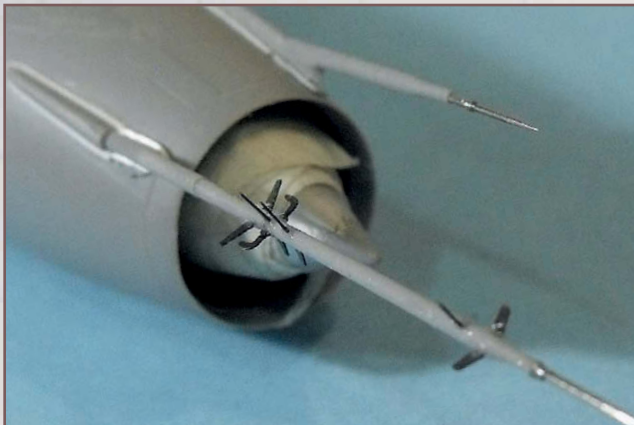
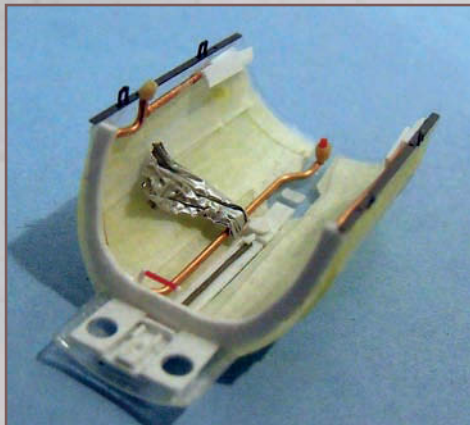
to adjust the fit of my cockpit parts in order to get everything to fit. I used Blu Tac to hold the parts in position until everything was set. I had to to tweak some panels that do not match, then glue the fixed parts of the wings, this area needs a lot of care to keep the correct angles and because the fit is very bad I needed plastic strips to cover the resulting gaps, with putty and cyanoacrylate glue applied and sanded smooth. After sanding the reinforcement strips were added to both the top and bottom and I made the corresponding riveting finish.

Time for weapons, as I mentioned the pylons had been detailed but the fitting of the pylons to the is another headache one has to deal with because there huge gaps between them and the wings and the spaces between parts that I had to fill with epoxy putty.

Droptanks were improved with new thin fin detail and scratchbuilt mounting points and filler caps. The weld bead detail was made from stretched sprue, softened with liquid glue and textured. The R-60 missile is entirely made from scratch with foil and plastic rod because the kit original is very crude.

The rocket that comes in the kit is the designated UB-32-57 which comes with a useless cone so I made a new one from my box of leftovers and again an old Su-25 rocket launcher did the job. The canon also simple yet accurately shaped, marking it a good basis for detail and I added mounts to the pylon and modelled the guns lowered from the gondola, using plastic and a hypodermic needle for the barrel.





The detail of the canopy is always something that I face with some trepidation that it does not damage the clear parts, which were not as strong as I would like. I always fear that the paint will get under the masking and spoil all the work, and this canopy has been detailed with plastic pieces, copper wire structures for the air conditioning pipes and tin foil curtains.

Finally I added the antennas and pitot tubes, these are cut from the area where they are attached to the fuselage to give the correct angle as they come completely straight. I added the photoetched fins and replaced the tip with sewing needles of the correct diameter. The remaining antennas are made of plastic 0.2mm.

Color Chart

Palette Hobby Color and Tamiya some specific colors.

Dark green:	BASE mixture of H-309 + H-36 + H-60
	Lights Base + H-312 + H-34 + XF2
	Shadows Base + H-59 + XF17
Light green:	BASE mixture of H + H-340-312
	Lights Base + H-34 + XF2
	ShadowBase + dark green
Earth:	BASE mix + H-310 H-66
	LightsBase + XF2
	Shadows Base + H-406
Brown mixture	BASE H-406 + H-7
	LightsBase + Ground
	shadowsBase + XF17
Blue:	BASE mixture of H + H-337-314
	LightsBase + XF2
	ShadowsBase + XF17
Metallic:	Steel and aluminum vsn (known as LARA)



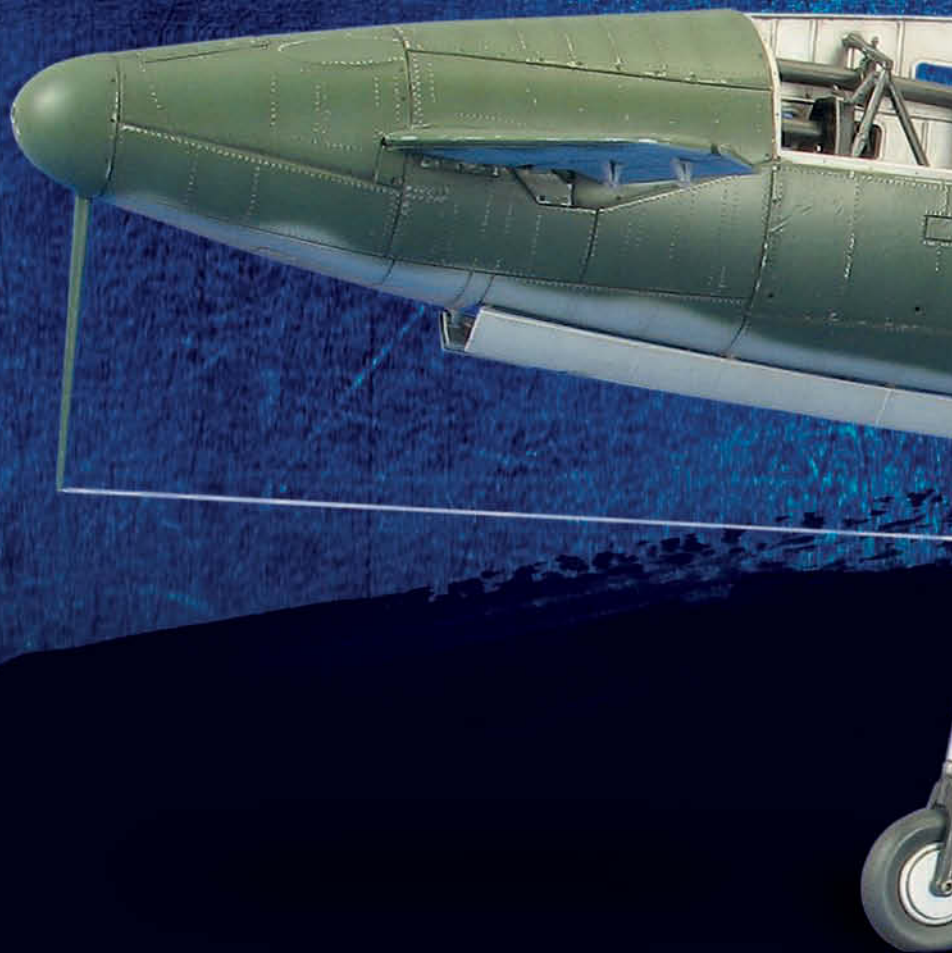
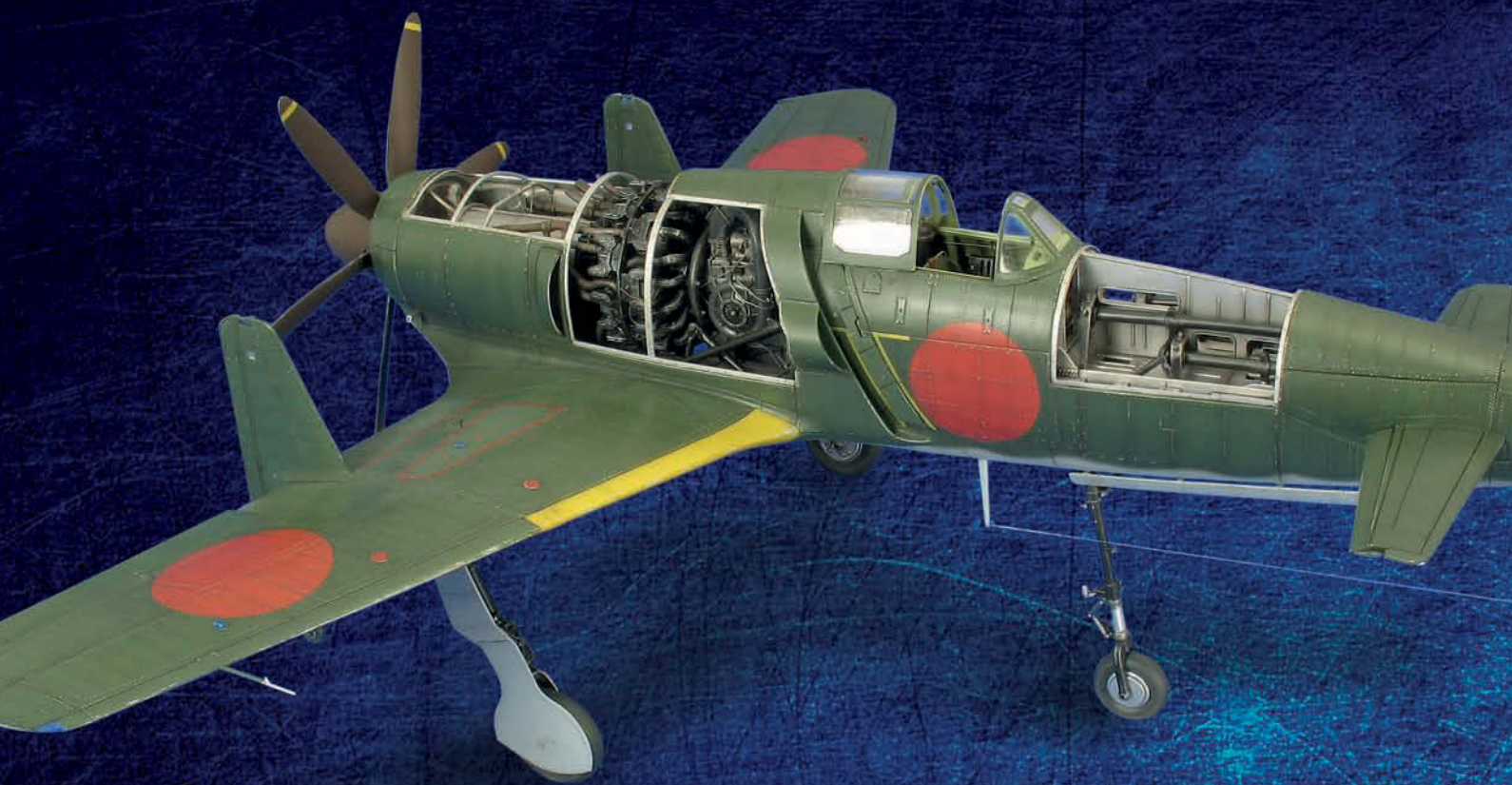


The painting process was as usual, pre-shaded with darker colours than the base but not using black, followed by the the base camouflage colour, was done by hand and pre-shading was hardly noticed so I gave it a new shading with extremely diluted paint. Dark and lighter tones were worked over the base colours until I was happy with the look. I used my base colours again to show areas of repair or fresh paint.

For the multiple metallic tones steel and aluminum were mixed with each other and also some grey Gunze to apply various shades. The rear of the nozzle is very particular because most of the photos show a striking blue shade. To replicate this

I painted a matte aluminium, applied layers of Tamiya clear blue and using the technique of salt masking to give a worn finish, and sealed with a satin varnish. I then sprayed a coat of Future for the placement of the decals, sealing them with more Future and painted once dry using oils to do the panelling and overall aircraft dirtied to my taste. To integrate the decals and paint effects I oversprayed with base colours diluted with 95% thinners, followed with another very dilute sand colour to give a slight dusty appearance. I used watercolor pencils to simulate scratches or chips on panels and areas of heavy use with lighter tones. Finally I finished the model with a coat of a matt varnish.





ZDENEK SEBESTA ZOUKEI-MURA'S 1:32 J7W SHINDEN

Zoukei-Mura is a relatively new company to the modelling scene, concentrating on 1:32nd scale aircraft kits over the past two years. The first model chosen was of the radical design Kyushu J7W1 Shinden.

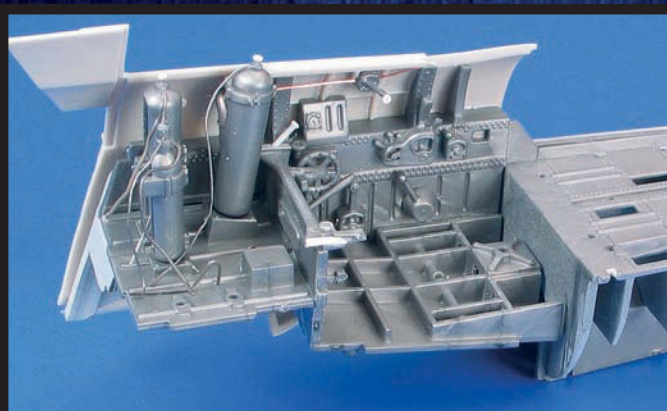
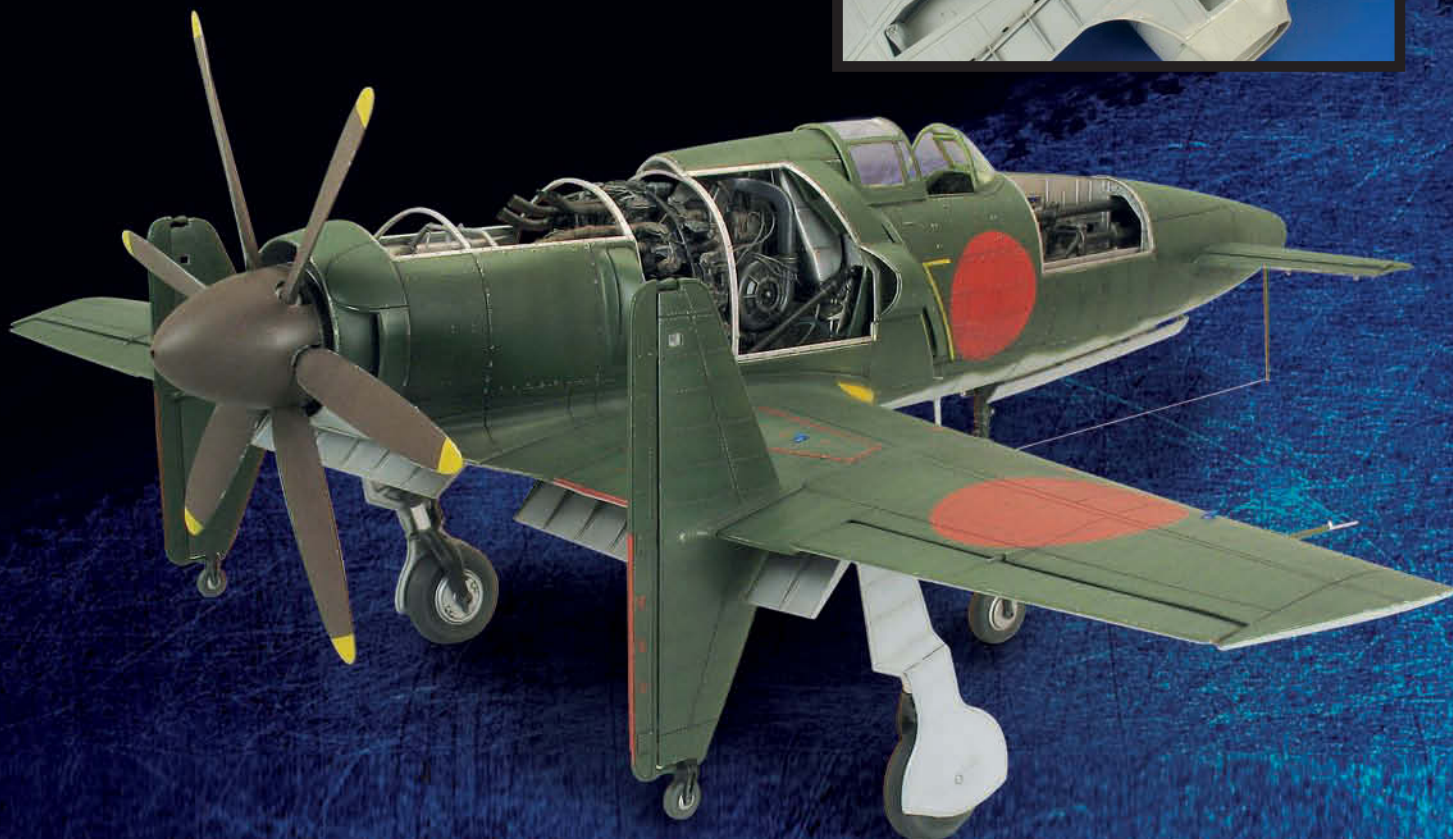
This concept fighter was of the canard wing design, with the main wings attached to the rear fuselage, a pair of wing-mounted vertical stabilisers, and small horizontal stabilisers located at the front of the fuselage. The propeller-driven prototype was powered by a supercharged rear-mounted Mitsubishi Ha-43, 18 cylinder air-cooled radial engine, which was installed behind the cockpit and drove a six-bladed propeller via an extension shaft, in the pusher configuration. The main armament for the proposed production variant was to be 4x 30mm Type 5 cannons.

Developed by the Imperial Japanese Navy as a short-range, land-based interceptor, construction of the first prototypes was started in June 1944. Following development problems, only two unarmed prototypes had been completed by the end of WWII. The first prototype took off for its maiden flight, from Itazuke Air Base on 3rd August 1945, followed by a further two short flights - a total of 45 minutes airborne for the Shinden. Of the two prototypes built, one was scrapped and the other dismantled and shipped to the USA, where it was reassembled but never flown. Currently it is believed to be in storage at the National Air and Space Museum.

As the Shinden never reached production or operational service, the model lends itself well to those modellers who specialise in the "What If?" category, with attractive colour schemes, markings and 'kill' symbols. I was therefore left with the choice of building either an imaginary or prototype version - so I chose the latter.



The box artwork depicts a Shinden attacking a formation of B-29 Superfortress. The basic kit contains a total of 237 parts located on casting sprues. The plastic parts come moulded in three different colours – light grey, black and silver – plus an additional 16 parts moulded in transparent plastic. The latter include: position lights, instrument panel and optional cockpit canopy (choice of open or closed). A detailed 40-page assembly instruction manual is supplied, which contains many sub-assembly photographs of the model to aid with construction during the build. The decal sheet is basic, with only markings for a prototype model, and there was a relatively thick layer of clear lacquer applied to the markings on the sheet supplied with my kit.



Zoukei-Mura have teamed up with several well known international companies - Eduard, Aber, Vallejo - to produce detailing sets for this model under the "Super Wing Options" accessories brand. Eduard has produced three photoetched sets exclusively for Zoukei-Mura. The first set is for cockpit interior detailing and includes a new seat; coloured seat harness and instrument panel. The second set provides undercarriage detail in the form of wheel well interior and new cover doors. The third contains exterior detail for the wing flaps.

modelling a 'Production' variant – note for the unarmed prototype, the ends of the cannon troughs were faired over flush with the fuselage. The undercarriage detail can be further enhanced by the use of a set of new oleo-pneumatic struts, cast in whitmetal, plus a set of resin weighted tyres. Other optional accessories are a seated resin pilot figure, whitmetal ammunition boxes (to provide extra weight), and a resin model of the Ishikawajima Ne-20 turbojet engine that was envisaged to power the next Shinden prototype – however this design only remained on the drawing board.

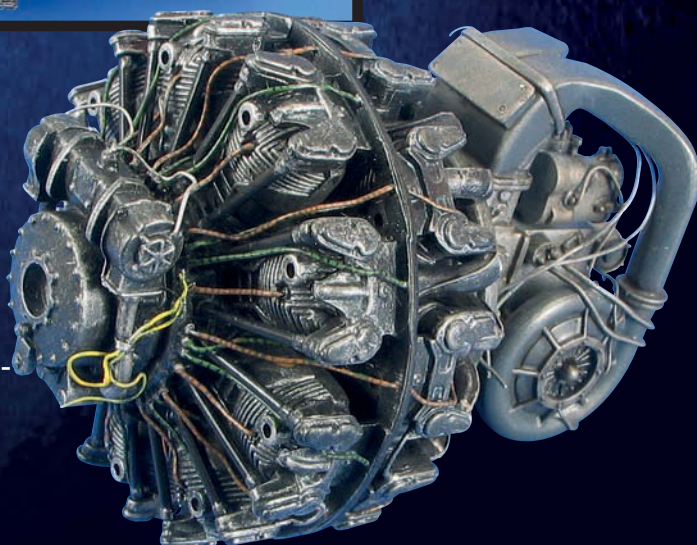
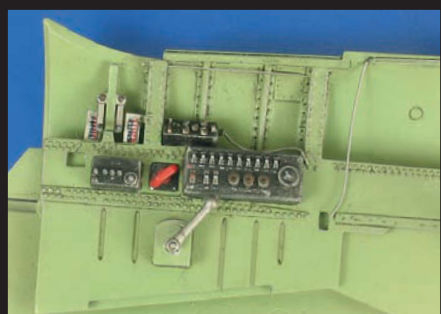
Finally the Spanish company Vallejo, in conjunction with Zoukei-mura, offer a set of authentic camouflage colours for the J7W1. To accompany each of their 1/32 scale models, Zoukei-Mura have produced a series of publications called: Concept Note. The Kyushu J7W1 Shinden booklet includes an illustrated history of the aircraft, with a number of period and contemporary colour photos – many of these have been taken of the prototype aircraft now at the NASM storage facility – plus a set of 1/48 scale drawings, and a gallery of photos of the completed model. The construction of my model is described in the following section.

The external surface of the kit is provided with fine recessed panel lines, along with some of the major rivet detail. However as I wanted to represent as much of the rivet detail as possible, I chose to obscure several of the original lines of rivets. With the help of my 'Rosie the Riveter' tool, set with 0.7mm spacing, I made the replacement rivet lines. Each of the Zoukei-mura kits contains large amounts of interior detail 'straight out of the box', such as: internal framing, engines, weapons and fuel tanks etc. It would be a shame to hide all of this when the model is completed but it does allow the modeller to contemplate cutting away access panels to enhance their model, knowing that the underneath detail is already provided in the kit.

The front fuselage is provided with a beautifully detailed installation of the 30mm Type 5 cannons that can be enhanced even further with the use of the 'Super Wing' options turned metal barrels set. However as I chose to model the unarmed prototype machine, four steel tubes were installed to represent the weight and balance of the actual cannons. Likewise the cannon troughs were faired over and the SW options set offers a resin part but I decided to make thinner gun covers from metal sheet.

The kit's cockpit is well equipped, even including oxygen bottles located behind the pilot's seat, however I would recommend using the interior detailing set, as it contains a new seat, plus painted

photoetched instrument panel and seat harness. The PE instrument panel corresponds to that installed in the prototype aircraft, whereas the transparent plastic version has minor differences in shape and instrument location, and relates to the NASM preserved aircraft. The cockpit interior was painted a light green colour, using the paint recommended in the instructions: GSI C127. The canopy transparency was relatively thin and to this I gave a coat of crystal clear. The modeller has the choice of displaying the canopy in either the open or closed position - I chose to have mine open. The kit includes a flexible foil paint mask for the canopy frame, which adheres very well to the plastic surface.



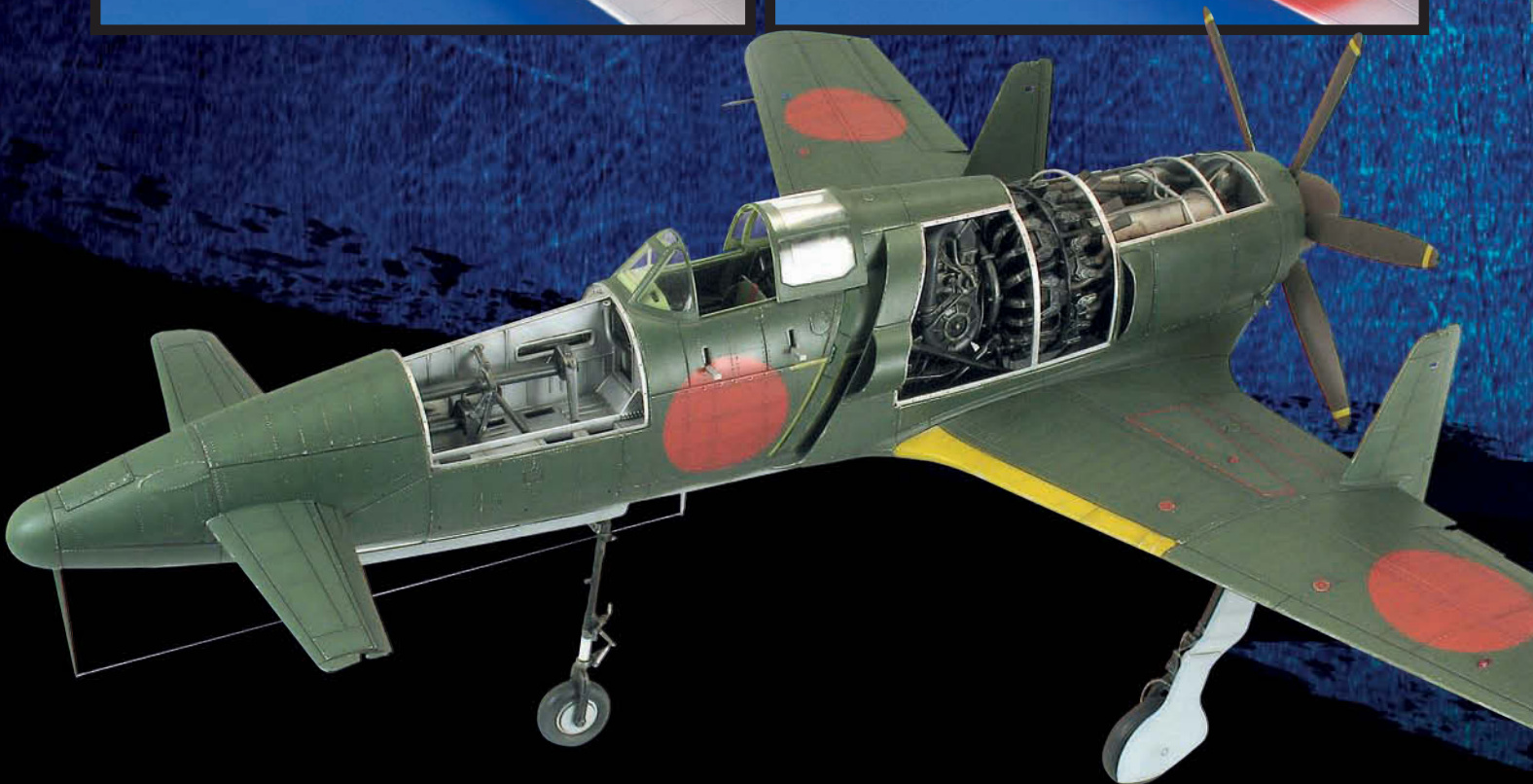
To me, the highlight of this model is the Mitsubishi Ha-43, radial engine. It is a real jewel and the detail that has been included is exceptional for a plastic model. I just followed the instructions and all the parts fitted together beautifully, the only additional detail to the plastic parts being to add wires to represent fuel lines and electrics.

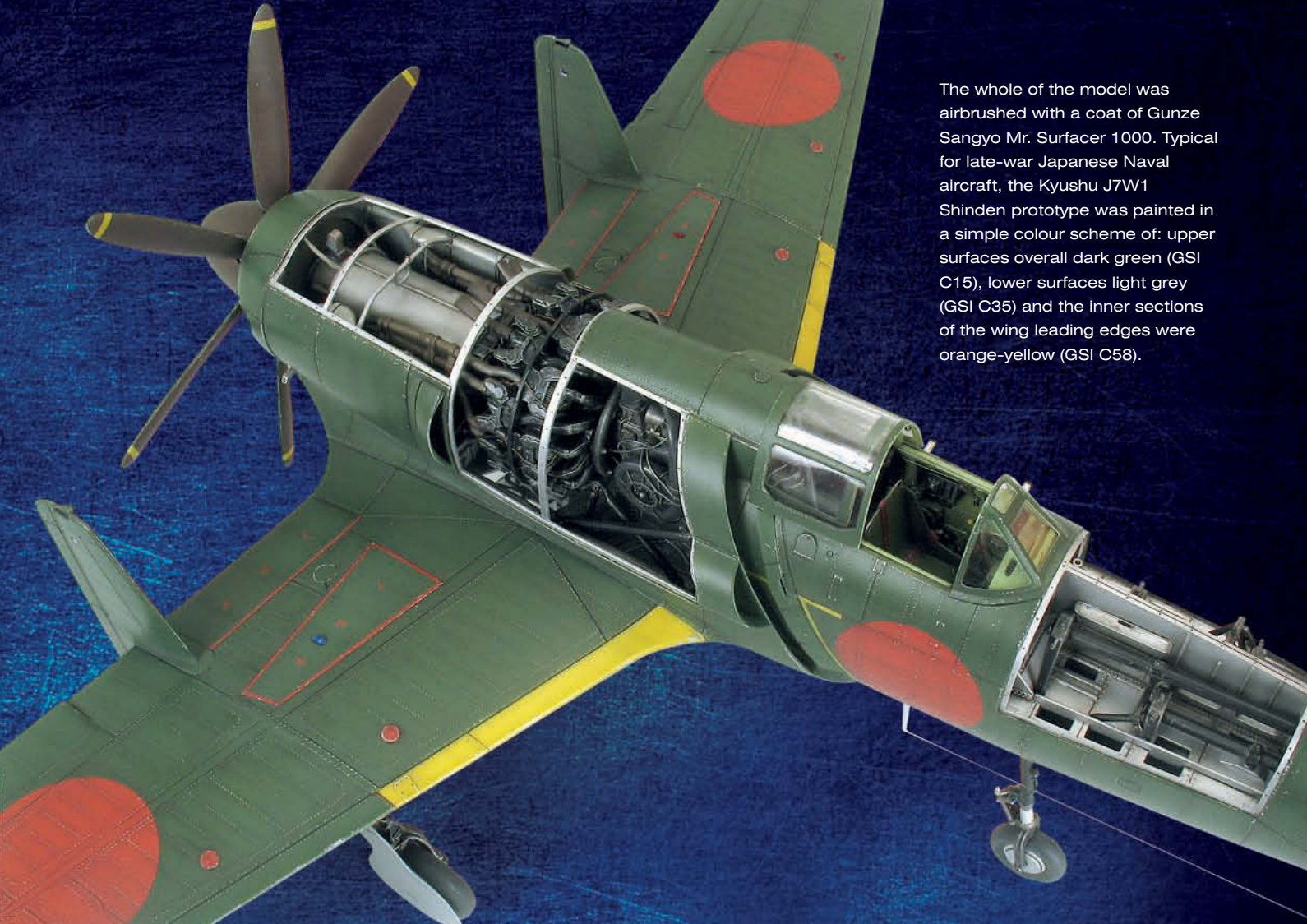
The model allows for the engine installation to be exposed by the removal of two large panels. Obviously this is a major simplification as there were a total of seven separate access panels to the cowling. However there is nothing to stop you doing what I did and that was to cut and then thin down the original cover panels supplied with the kit, adding a new interior structure where necessary.

Regarding the control surfaces of the kit, those of the ailerons and flaps are moulded

separately from the main wing, however I also decided to separate the control surfaces from the small front canard wings and relocate them in a down position. In the case of the flaps and undercarriage doors, I preferred to use those supplied with the photo-etched detailing sets that are available for this kit. An important point to note about this model is that with the tricycle undercarriage, a large amount of forward ballast needs to be placed inside the fuselage, to avoid the finished model ending up as a 'tail sitter'. I added sufficient

lead weight in the space available just forward of the gun compartment and the nose wheel undercarriage bay. However because of this extra weight, I chose the option of using the whitmetal undercarriage legs for added strength. The undercarriage legs were painted black, oleos stainless steel, and the wheel hubs were given a natural metal finish. Apart from the cockpit interior, all other internal surfaces and structure were also given a natural metal finish.

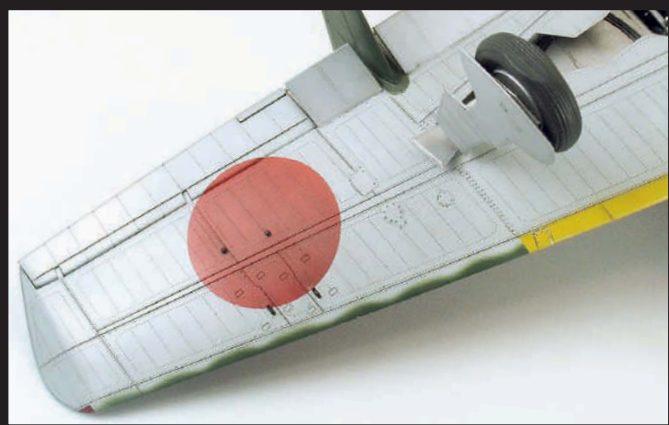




The whole of the model was airbrushed with a coat of Gunze Sangyo Mr. Surfacer 1000. Typical for late-war Japanese Naval aircraft, the Kyushu J7W1 Shinden prototype was painted in a simple colour scheme of: upper surfaces overall dark green (GSI C15), lower surfaces light grey (GSI C35) and the inner sections of the wing leading edges were orange-yellow (GSI C58).

The kit decals were quite heavy, so I decided to only use some of the stencils for the wings and vertical stabilisers. For the main Hinomaru insignia, I chose to make simple circular paint masks using an Olfa compass cutter. This tool is excellent for cutting circles from as little as 10mm diameter. Following a Gunze Sangyo gloss varnish layer, I used a series of MIG Productions washes – upper surfaces were given a dark wash and lower surface a neutral wash. For added detail I applied a few small scratches in an aluminium colour, in combination with a little fine marking of the base surface finish.

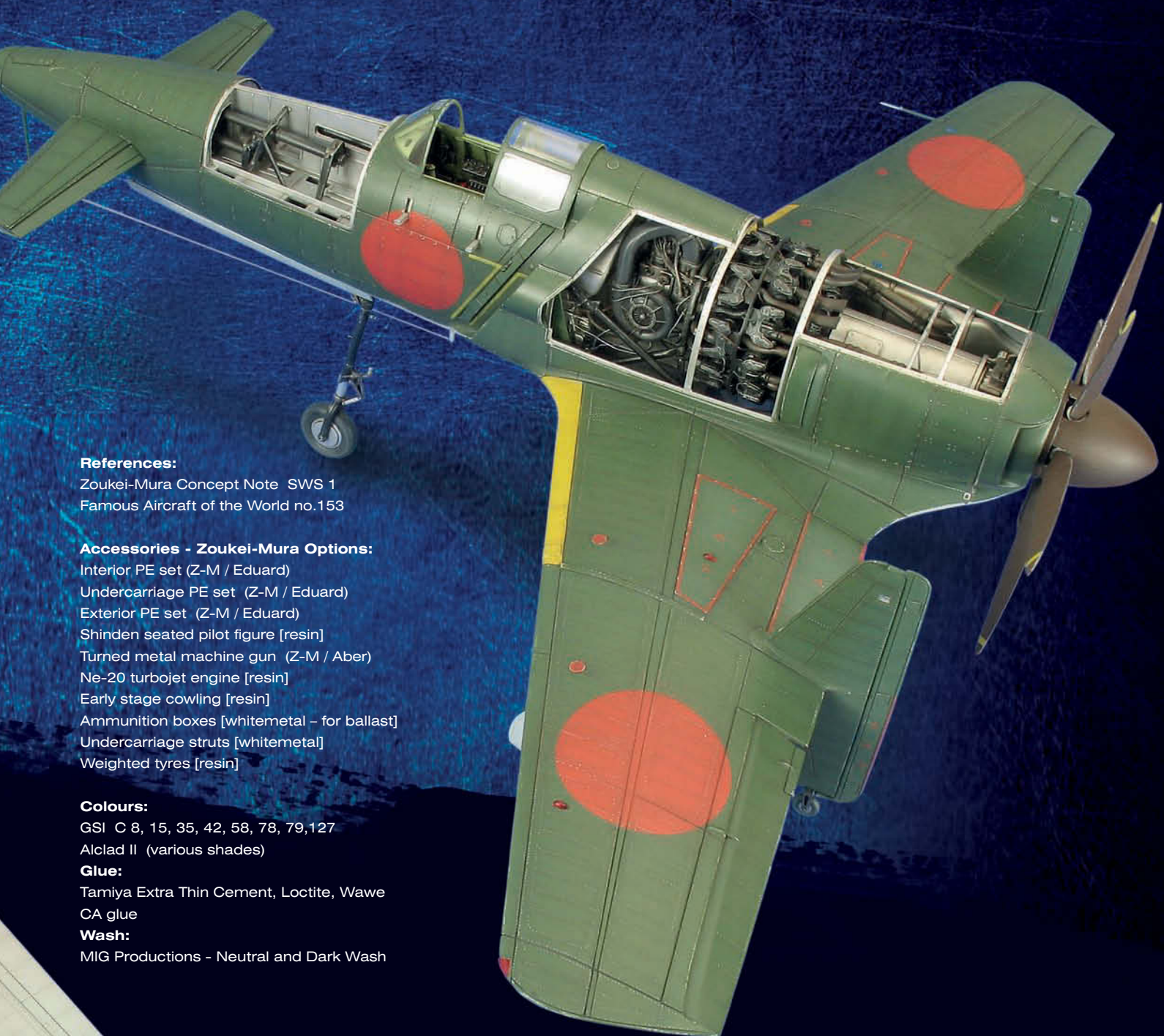




The final detail was to attach the two radio antenna masts to the underside of the fuselage. These were clearly visible in the original film taken of the prototype aircraft during its take-off flight.

The canard design makes this a very attractive model to build, especially as there is a shortage of aircraft of this type of construction available to modellers. Up until now, modellers have basically been restricted to the 1/48 scale Hasegawa version of the Kyushu J7W1 Shinden. However rumour has it that Zoukei-Mura will be releasing it themselves as the first model of their own 1/48 scale series, aiming to retain all the detail that is already included in their 1/32 scale model.





References:

Zoukei-Mura Concept Note SWS 1
Famous Aircraft of the World no.153

Accessories - Zoukei-Mura Options:

Interior PE set (Z-M / Eduard)
Undercarriage PE set (Z-M / Eduard)
Exterior PE set (Z-M / Eduard)
Shinden seated pilot figure [resin]
Turned metal machine gun (Z-M / Aber)
Ne-20 turbojet engine [resin]
Early stage cowling [resin]
Ammunition boxes [whitemetal - for ballast]
Undercarriage struts [whitemetal]
Weighted tyres [resin]

Colours:

GSI C 8, 15, 35, 42, 58, 78, 79, 127
Alclad II (various shades)

Glue:

Tamiya Extra Thin Cement, Loctite, Wawe
CA glue

Wash:

MIG Productions - Neutral and Dark Wash



JEAN BARBY BUILDS ITALERI'S
1/48TH "SAETTA" 2° SERIE.

MACCHI 200



For me it is a great pleasure indeed to see a growing interest amongst modellers for Italian aviation. The appearance of the Italeri Macchi 200 is a result of this demand, as were, before the Fiat CR42 and the Reggiane 2002.

If you build those models from the box you will get a decent representation of the aircraft, but if you want a more precise approach, then you will have plenty of work on the bench.

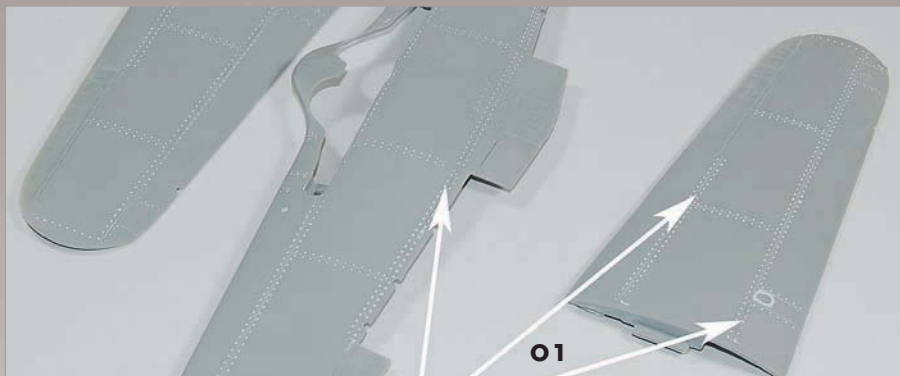
I did enjoy this project very much because I had to use a lot of imagination to compensate the total lack of details in some parts of the model, like the intricate wheel bay for example.

Nevertheless any one with a normal modeling skill can achieve the same result. I have used some aftermarket goodies, mainly for the cockpit, as the kit's one is quite poor.

So here is a list of the products used for this build:

- Pavla set for the cockpit (1° Serie's one).
- Pavla set Moveable surfaces.
- Quickboost MC 200 exhausts
- Karaya MG
- Left over canopy from Special Hobby Macchi 200.
- Vector Fiat A-74





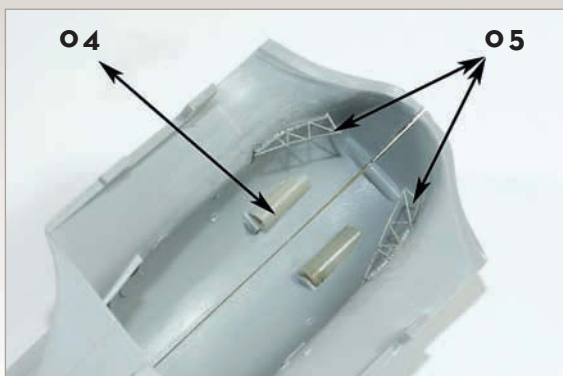
01 Rivet details are filled using putty.



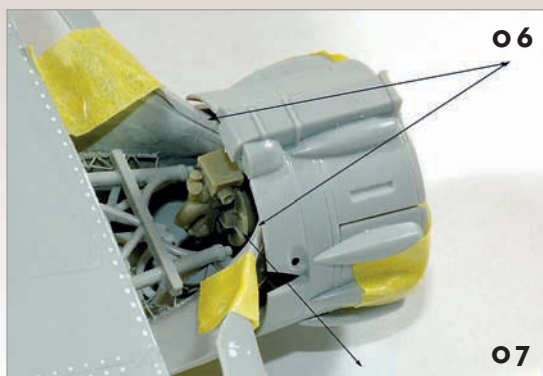
02 Remove other details.



03 The engine support arms are scratchbuilt.



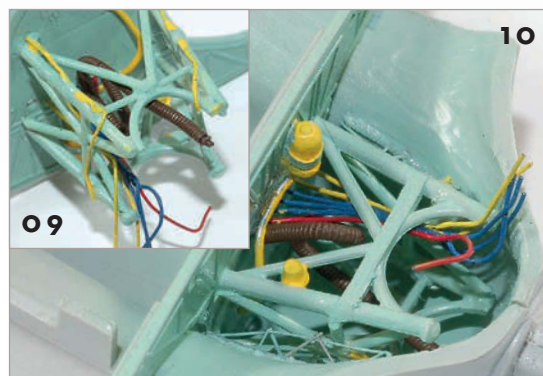
04 The inside covers for the MGs are made using plastic tube.
05 Newly constructed support structures.



06 Cut open the leading edge. **07** Vector rear part of the engine.



08 New profile of the wing leading edge.



09 The mix of cables after painting. The interior colour is green anti-corrosion.
10 The fit is ok, and the overall visual effect is fully reached.



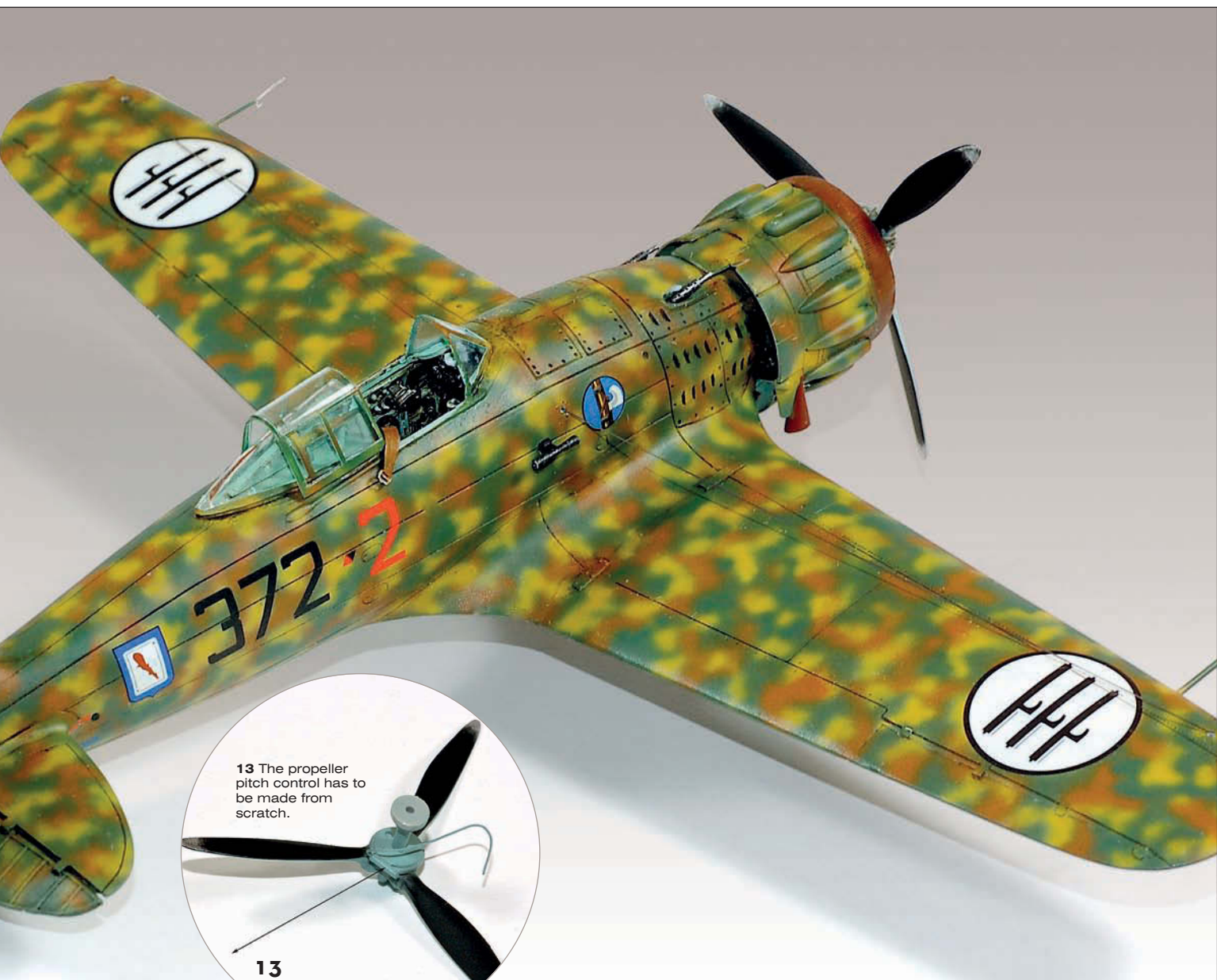
11 The undercarriage units are painted and weathered and the break lines are painted in blue.



12 The firewall completed.

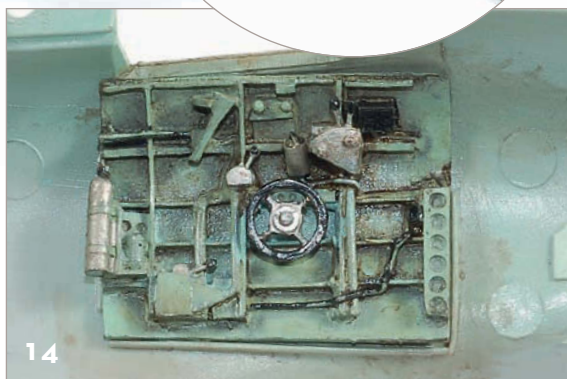
The fit of the kit is pretty good but the plastic is soft and fragile. The main problem part of the kit is located where the leading edge of the wings meet with the engine cover, it is not closed as with the kit, the picture shows how it must look. In fact most of the correction takes place in the wheel bay and at the back of the engine. I have worked with a lot of pictures from reference books to get it right, respecting as much as I could the position and the colours of the numerous cables and struts. One must have when looking, the impression of a busy place. As pictures speak a thousand words, you can form your own opinion by looking at the work in the progress provided with this article.





13 The propeller pitch control has to be made from scratch.

13



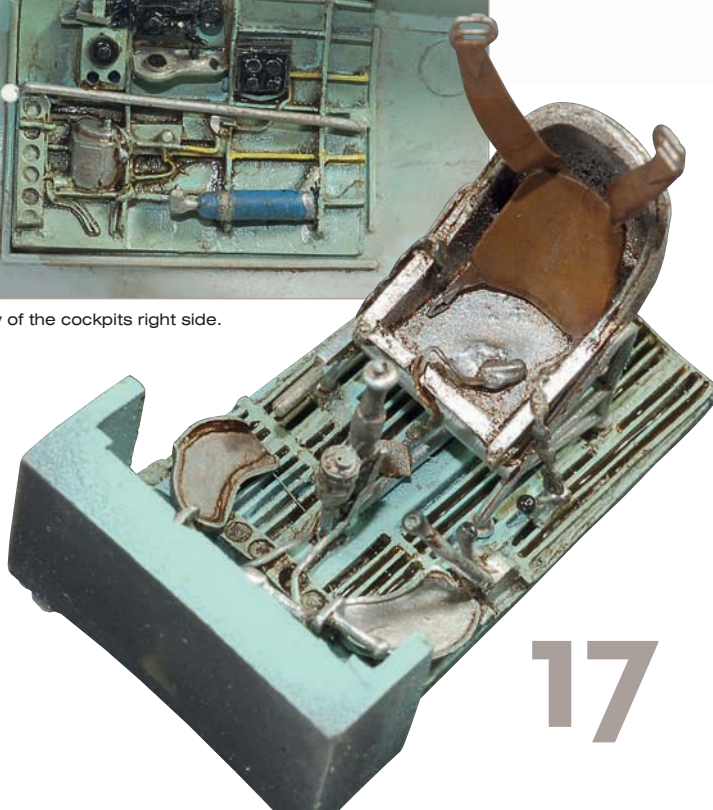
14 View of the cockpits left side.



15 View of the cockpits right side.



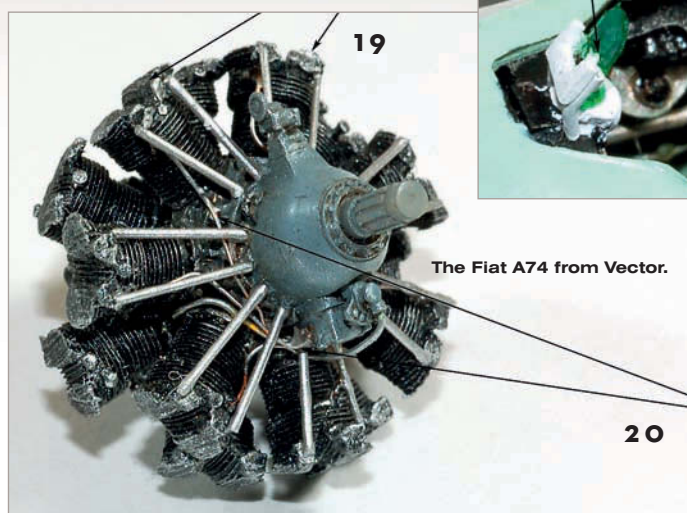
16 & 17 The flight deck and the typical Italian seatbelts.



17



18 Scratchbuilt Gunsight.



The Fiat A74 from Vector.

20

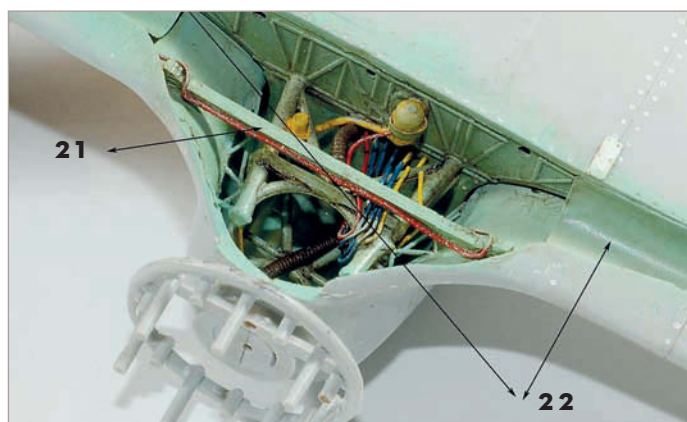
19 Cylinder heads must be reduced to fit the cowlings.

20 Oil lines to the cylinders: 3 on the right and 4 on the left.

Another concern is the fit of the Vector resin engine into the Italeri engine cover. There is no other choice than to reduce the cylinder heads to nothing if you want the thing to fit! The Vector engine is a real improvement over the kit's one, but at the same time, creates some problems when it comes to fix it to the fuselage! Take your time!

from one constructor to another.

Here we are dealing with a Macchi from Breda, which means: A green camouflage 2 background, with blotches of brown camouflage, and then smaller blotches of yellow camouflage 4. It is very important to respect that order to obtain the same effects as on the real plane, and that's exactly what I did on mine. When you are finished with the yellow camouflage, move back and check the balance of the blotches, do not hesitate to use more green or brown or more yellow, here and there, until you cannot tell which colour is the dominant. The undersides are painted in grey camouflage, a dark shade of grey, Gunze H-317 is a perfect match for that one.



21 Scratchbuilt support arm.

22 Undercarriage dwells made from aluminium foil.

A San Gorgio gunsight has to be scratchbuilt as the variable pitch behind the propeller, an item often forgotten on the Macchis models I've seen. New pitots tube replace the kit's one as they are oversized. Now we are ready for the painting. If those Italian three tones camos are attractive, they are not the most easy on earth to do. One thing you must know is from which factory the plane comes from as the way of painting those camos varied



23 The Savoia cross is painted and masked.



24 The undersides are painted in grey camouflage, Gunze H-317.

25

25 & 26 The green camouflage Gunze H-302 is oversprayed with the brown camouflage (Aeromaster) in a random way...

27 & 28 Now it's the turn of the yellow camouflage 4 to be sprayed. Here, Gunze Mid-Stone... An airbrushers dream!

26

27

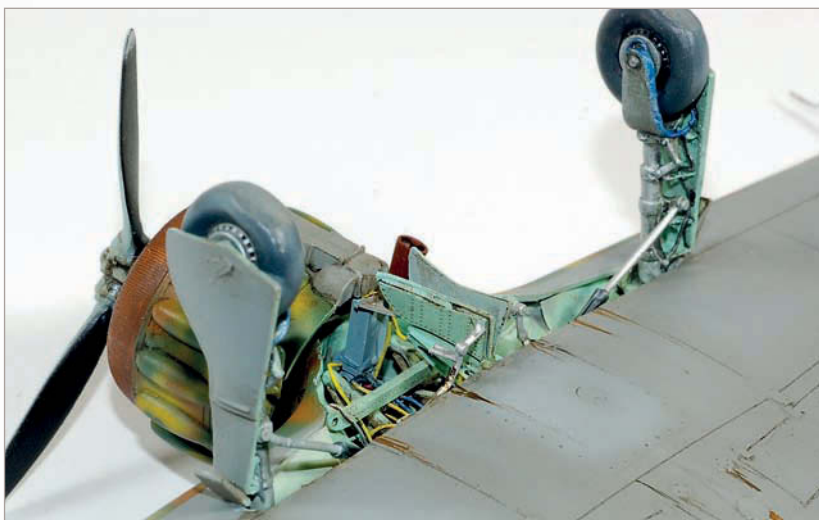
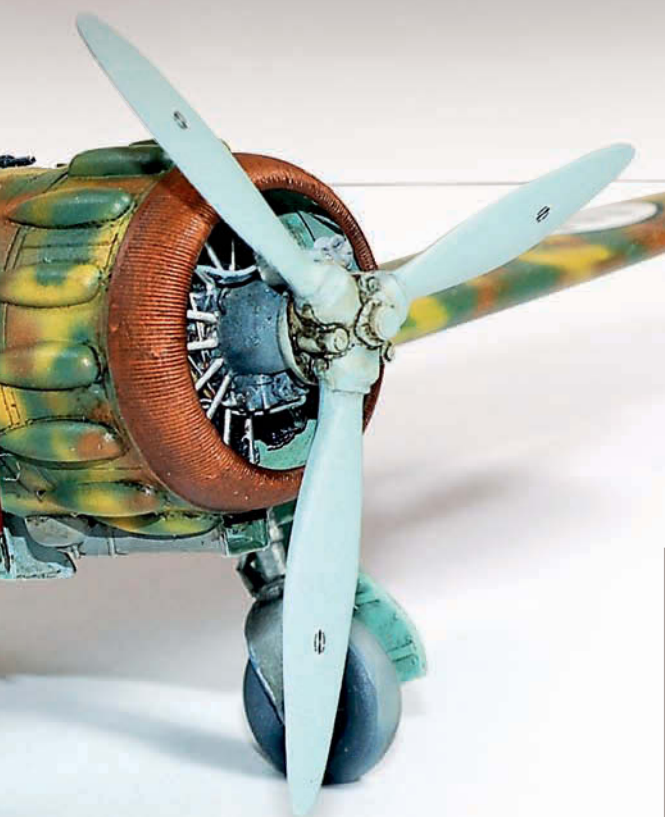
28



The decals are from the kit and perform very well. MM 5089 belongs to the 372° Squadriglia (153° Gruppo di Caccia Autonoma) based at Brindisi in november 40, prior to being sent to the Italian campaign against Greece. This Saetta is a welcome addition to the quarter inch Italian fighter line and I really hope for some more!



MACCHI 200



Albert Tureczek builds a new kit to the market of the Convair Supersonic Delta Dagger

MENG MODELS 1:72 ★ ★ ★

F102

Delta Dagger



The F-102 Delta Dagger was a Fighter/Interceptor concept of the cold war. It was designed to catch and kill long-range Soviet nuclear bombers. It had to meet the requirement of the Air Force, which was supersonic speed, height and guided missile armament.

The prototype YF -102 had severe problems with speed and could not even reach mach one. Just as with the B-58 bomber, the HUSTLER, manufactured by the same company, a major redesign, incorporating the so called "area rule" was necessary. This meant an alteration into the so-called Coke bottle design and this gave the aircraft the dominant bulges on each side of the afterburner section. The second prototype, the YF-102A was easily capable of reaching mach 1,22 at 50 000 feet,

enough for the AIR FORCE to order production of America's first delta interceptor. 1000 were built and entered service in 1956. In the mid to late 60's most planes were transferred to ANG (Air National Guard) service. The Delta Dagger was armed with AIM 4 Falcon missiles, which were controlled by the Hughes MG-10 fire control system.

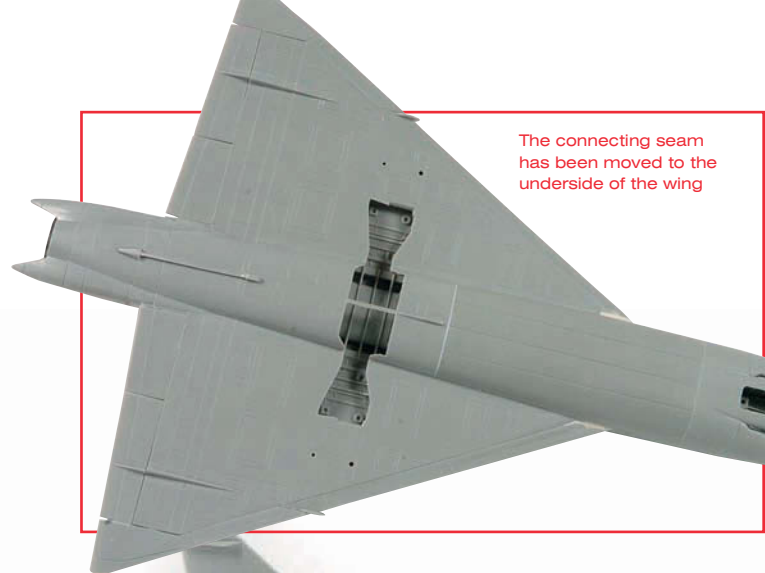


IN-DEPTH REVIEW OUT OF THE BOX BUILD

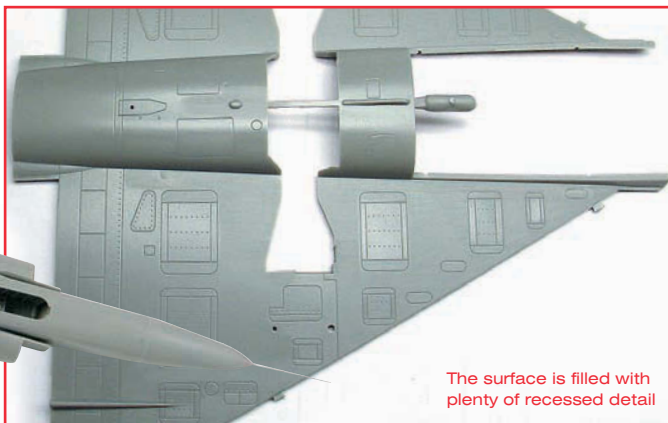
The aircraft was capable of carrying nuclear weapons. Most planes were retrofitted with an Infra Red search and tracking system, indicated by the little bulge just in front of the cockpit. The jet even saw combat action in the Vietnam War and was used for CAP (combat air patrol) and Bomber escort duty. George Walker Bush, the future President of the United States served as an Interceptor pilot with the 147th Fighter Interceptor Group based at Ellington Air Force Base in Houston, flying Daggers from 1968 to 1972. I believe MENG offered a special decal sheet for this exact plane at the Scalemodel World this year. The last Dagger was redrawn from active duty in 1976.

MENG is a newcomer to the market and this model is No 3 in the 1:72nd series or Dimorphodon series, as MENG calls it. There are not many other F-102's around beside the ancient one from REVELL, which by the way started off my modelling career in 1967 and the old HASEGAWA kit, which is no match to the newcomer from MENG.

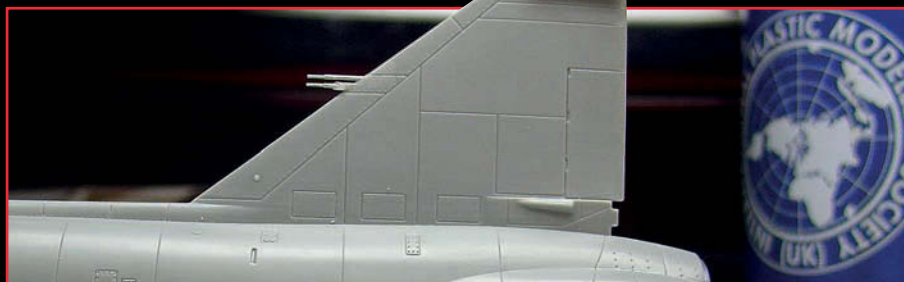
The kit is presented very nicely in a very appealing cardboard box with attractive graphics, beautiful box art and silk coating to finish the print job. It gives a feeling of quality to just pick up the box and you can sense that a lot of attention has gone into just the presentation of the kit.



The connecting seam has been moved to the underside of the wing

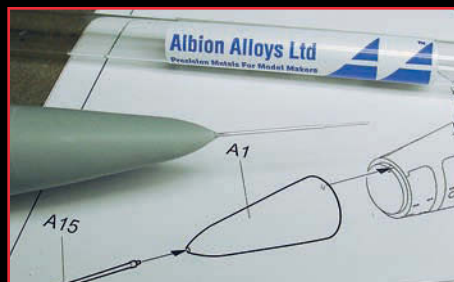


The surface is filled with plenty of recessed detail



Do the contents live up to the promise? Let's take a closer look! The Chinese designers have incorporated some new ideas into the model, like the upper and lower wings, which are not assembled edge to edge, as we are used to, but the connecting seam has been moved to the underside of the wing, just a few millimetres, but enough to not have the seam at the very edge of the wing. This is smart thinking, as these seams often present problems in the later stages of finishing, being situated so exposed to the eye. Any imperfection clearly shows there. The downside here is the fit. This could be better and there is some sanding to be done, damaging the nice surface details. The tail stabilizer is built up the same way, presenting the same problem. The general fit is good; mine had a gap though on the port wing, which I filled with thin, stretched sprue from a frame. The same goes for the weapons bay, which also had to be treated with a piece of stretched sprue, as the fit to the fuselage was not optimal.

The weapons bay is an integrated part of the fuselage and it can be assembled open or closed. The Delta Dagger carried all weapons inside the belly, because it had only two hard points under each wing, which carried the drop tanks. Furthermore it had no guns. The pitots in the nose and the Tail are a joke, especially the nose mounted one. Mine was bent already on the sprue. By the time you have cut it off and cleaned it I suppose yours will be bent as well, if not broken. To remedy this I used the slide to fit tube set from Albion Alloys. This comes in handy here and I used it as well on the main landing gear to replace the retractors and on the belly for the tail hook. The surface is filled with plenty of recessed detail, a little too prominent for my taste. In this scale it would be more than difficult to make out any panel lines or service access hatches, but it will surely be appreciated by a lot of modellers and it looks cool.



The wheel well is a separate component with realistic depth



The air brakes, situated at the tail of the plane can be optional positioned open or closed, which also adds to the visual appearance and the brakes can be assembled open, even if the aircraft is parked. The afterburner section, a very prominent part of the model is very well executed and consists of an inside tube and the actual afterburner. This ensures a depth and I covered mine with different shades of metal foil. The landing gear comes complete with landing lights and can of course be assembled open or

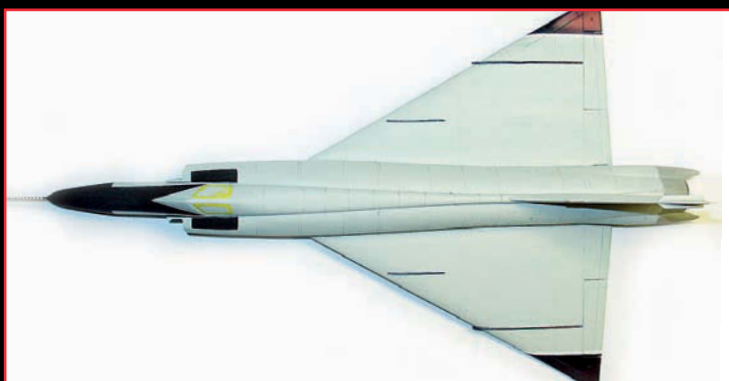
retracted. The Parts are fragile and care has to be taken on assembly as they can break easily. They are reproduced nice and crispy with a lot of detail, also on the wheels.

The wheel wells also deserve a few words. Most models have to shallow wheel wells, not so this one, as the wheel well is a separate component to be fitted into the fuselage, with a realistic depth as a result. Nice going there as well. The cockpit is well detailed for this scale and the ejection seat is made up of three parts.

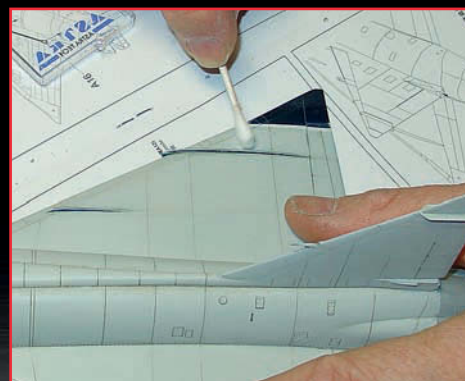


The canopy is moulded in two clear parts and there is a part for the mounting of the canopy in an open position. If you choose, like me, to go for a parked aircraft with closed cabin, then you are heading for trouble. The two parts do not fit well together or to the fuselage for that matter. But the problem can be corrected with filling and sanding. Generally there is a problem with the placement of the injection flow points on the parts. They are very thick and cover a large area, sometimes over two levels of the particular part. This makes it difficult to separate the parts and results in much cleaning.

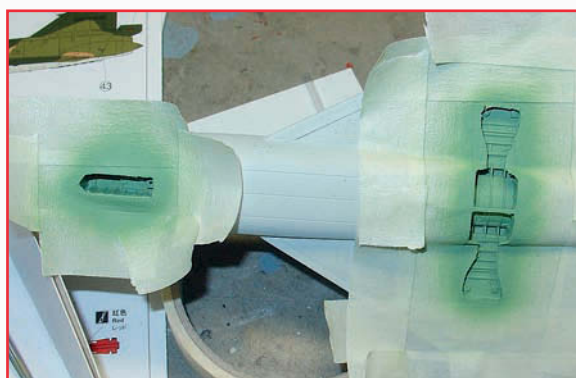


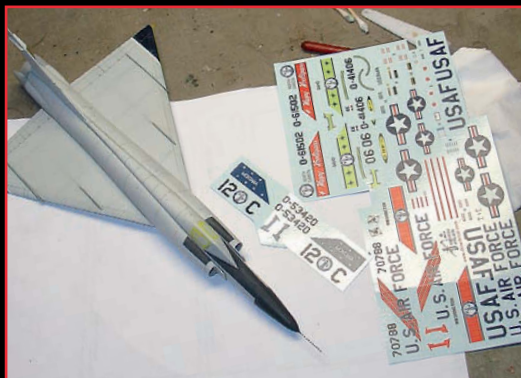


The assembly instructions are printed in a little pretty booklet, which follows the exclusive style of the box. It is easy to understand and features a colour profile with painting instructions for three versions possible. Two for the Air National Guard and one for the South East Asia camouflage, this is also a nice touch. However I did not like any of these and I went for an alternate version. The 50's were a very colourful period and everything was about seeing and to be seen.

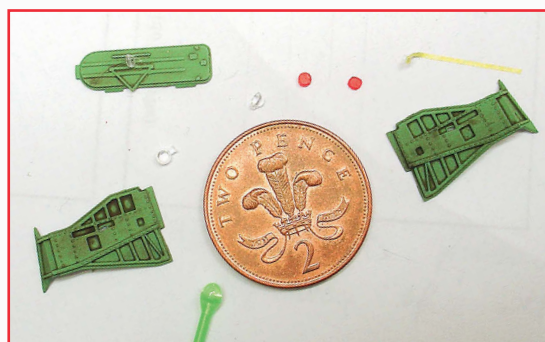


Bright colours and fancy paint schemes were common for most aircraft of the time. It was long before the dull Low-Viz area. I did not like the proposed versions however and wanted another design. This is not because of the MENG decals, I have tested them and they are of excellent quality. I went for an aircraft serving with the Montana Air National Guard. For that purpose I ordered the set F-102-2 from Draw Decal, which offers several sets for the F-102. The decals are on a computer and they will first be printed after they are ordered, like in a restaurant. This has the advantage that you don't have to wait for out of stock items.





The decals are printed on very thin carrier film with very thick ink. This ensures fantastic colours, but can be difficult to work with, as decal-setting solutions will help with a perfect fit of the film but not with the ink printed on it. The ink is pretty stiff and can break easily. The producer www.drawdecal.com points this out in the manual and recommends the use of hot water to solve the problem. I used a hair dryer and the setting solution from DCAO products. No problems after that and a very nice result I believe.



Smaller details such as lights and wheel bay doors are painted before being carefully attached to the model as finishing touches.

A word about the colours. Most Daggers were painted light aircraft grey overall. The correct code is FS 16 473. According to my colour cross reference guide from David H.Claus this is a pretty dark grey, much like the one suggested in the MENG instructions. I thought this would look very dark on a 1:72nd model and I chose Light grey 196 from Humbrol instead, which is considerably lighter. Afterwards I treated the surface with a blue filter from MIG and several washes with Raw Umber oil colour.





Congratulations to MENG with this well executed model of an interesting aircraft. Does it fulfill what it promises? That is a definite yes from here.

F★102 *Delta Dagger*



This is by far the best Delta Dagger I have seen in this scale. There is room for improvement for sure, but you can say that about every model I have had on my table to this day. This aircraft was easy to build and it was great fun too. These are key issues to most modellers and MENG has got it right on this elegant, sleek aircraft. It will be interesting to see the next moves from MENG. In this sense, a warm welcome to the Chinese Manufacturer.



Academy's 1:48 Boeing Vertol 107

HKP 4B



Swedish Navy 04063 / 63 by Marcus Jellyman

'63' was delivered to the Swedish Navy in June 1964 as part of an initial batch of thirteen airframes built by the Boeing Vertol Company. Ten aircraft were delivered to the Air Force (Hkp-4A) for transport and rescue duties and three for the Navy (HKP-4B) for the sea rescue and ASW roles.

After 48 years of faithful service in the Swedish Armed Forces, the final flight of the Hkp4 took place on the 1st of March 2011. The idea for the build came while looking through some old air show pictures. Swedish Hkp4's were rarely seen in the UK but were occasional visitors to the annual RAF Middle Wallop show in Hampshire. The Swedish 'Splinter' camouflage colour scheme has always been a favourite of mine and the challenge of masking such a complex camouflage had me browsing the internet for parts and reference shots for the build.



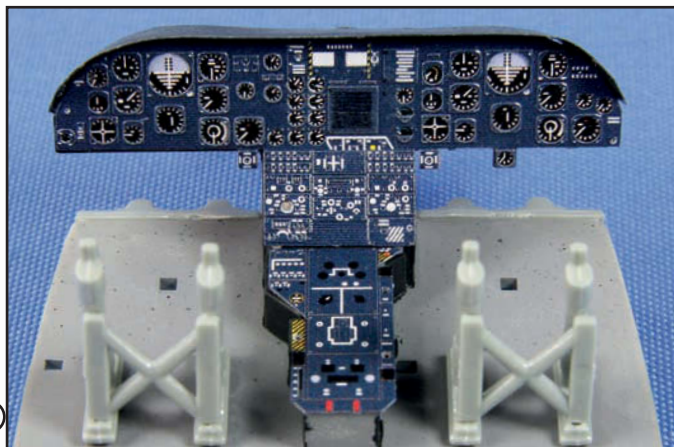
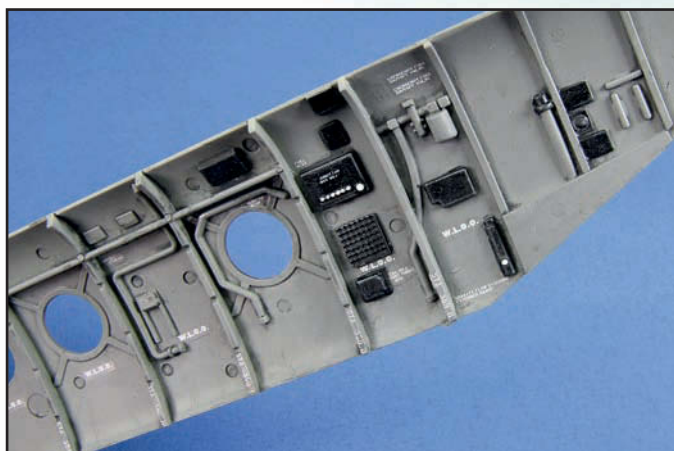
To build the Hkp4 I have used Academy's KV-107 J.A.S.D.F 'White Heron' boxing of the CH-46 kit as this has the correct sponsons for the Swedish variants. The decals are a mixture of Flying Colours Decals (for the numbers) and Belcher Bits for the 'Marinen' titles. I opted to build the helicopter with its doors in the closed position so I opted to use an Eduard set for the cockpit and leave the rest of the interior as the kit intended.





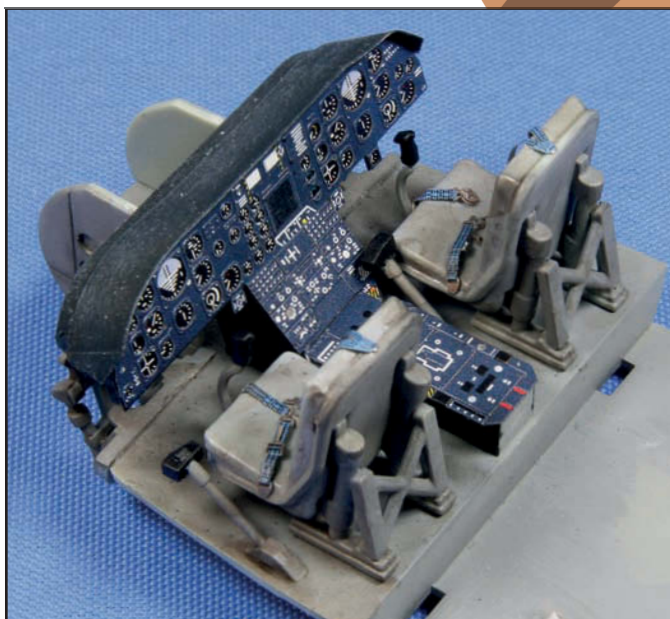
Construction

Construction begins with the interior which builds into a box section that will eventually be encased by the two fuselage halves. This was painted Grey and given a light wash with Flory Models Dark Dirt. The decals for the interior are included in the kit.



To liven up the cockpit I opted to use one of Eduard's zoom set, this is pre-painted and includes all the instrument panels and seat harnesses.

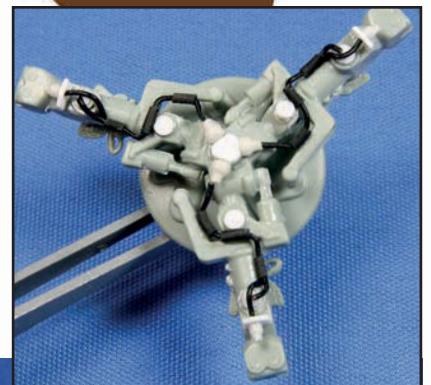
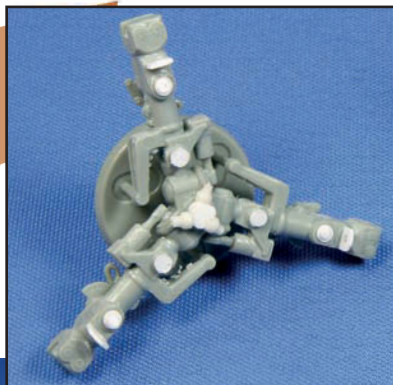
With the cockpit complete the fuselage was then cemented together with Tamiya Thin and the tail section fitted. Academy produces several different variants of the aircraft and the kit has been designed with the sponson parts making up part of the belly of the helicopter. The result of this is a rather large and awkward seam to remove.



Once all the seam lines were taken care of the clear parts were attached using Hypo-G watch makers cement. The fit of all the clear parts is very good indeed and no further filling was needed.



With the fuselage set aside, I moved onto building the complex rotor heads. The detail is perfectly acceptable straight from the box but the addition of some wiring and minor scratch building vastly improves the look of the gear head mechanisms. Both were airbrushed with Tamiya Flat Black and given a light Grey dry brushing to give them some depth. Using reference shots, the wiring was added and small lengths of heat shrink fitted over the wire and shrunk down. Finally thin strips of coloured electrical tape were wrapped around each rotor blade fixing point as per reference images.



Painting

The Swedish Splinter scheme has to be one of the most complex camouflages applied to any aircraft, and by now the enormity of the challenge was starting to dawn on me. After browsing the internet for images of the helicopter, there were still areas of the airframe that I did not have references for; fortunately, after a request on my preferred online forum Flory Models, a complete set of reference paint guides for the Hkp4 were kindly sent by a Swedish friend. These proved invaluable and made the job of masking the model a great deal easier.



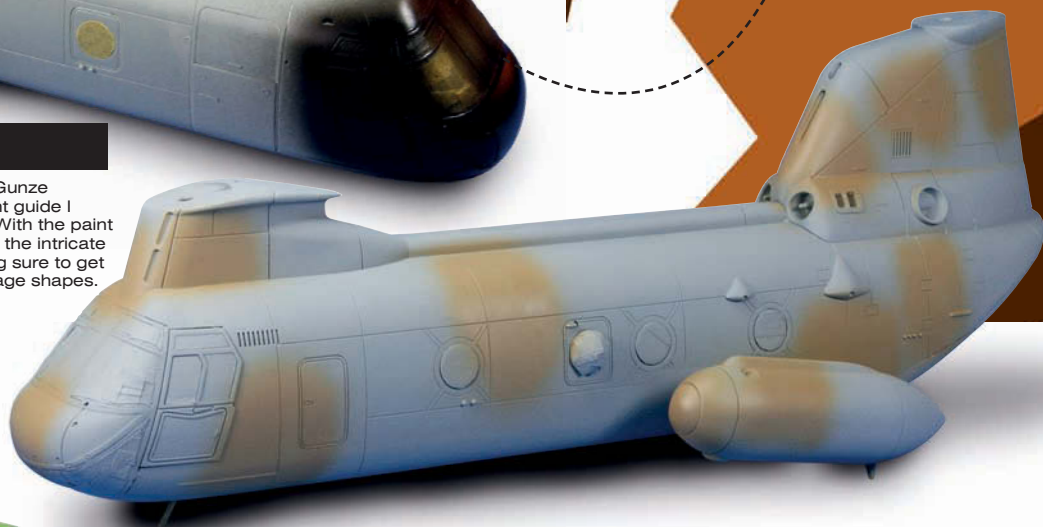
Step01

Before priming, the cockpit glass was painted black for the inside of the canopy frames and once dry, the model received a coat of Halfords Grey primer from a spray can.



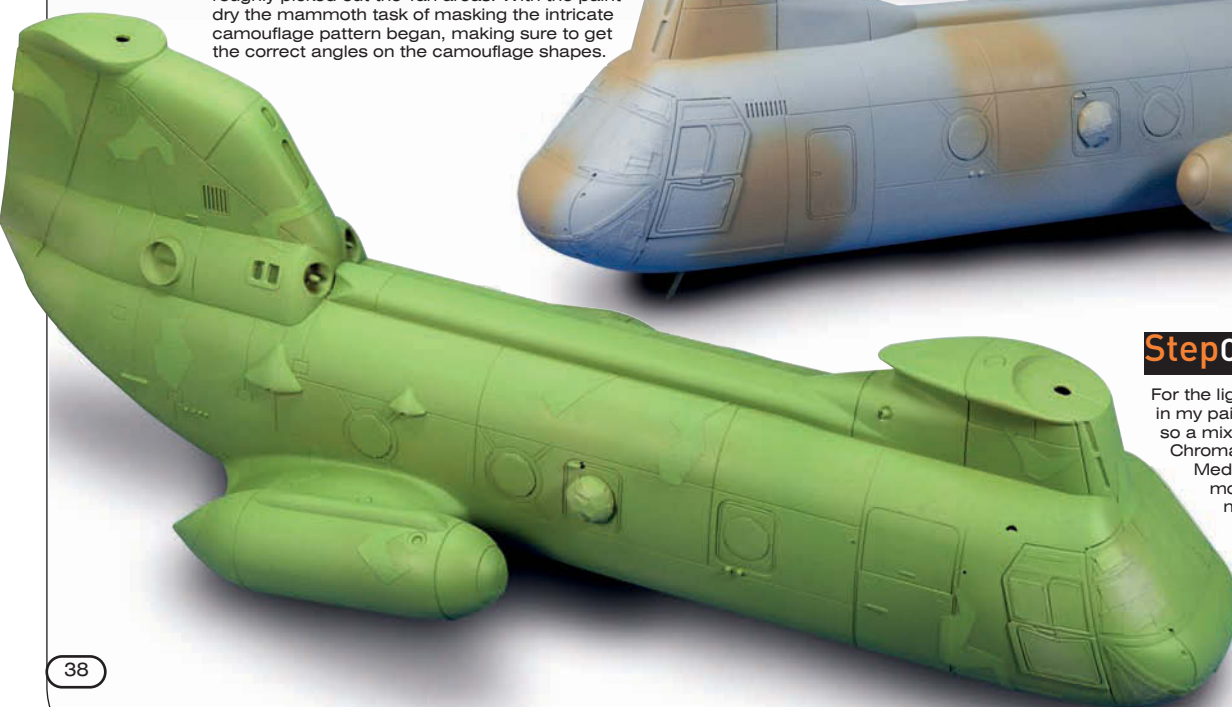
Step02

The first colour to be applied was Gunze Aqueous H Tan, and using the paint guide I roughly picked out the Tan areas. With the paint dry the mammoth task of masking the intricate camouflage pattern began, making sure to get the correct angles on the camouflage shapes.



Step03

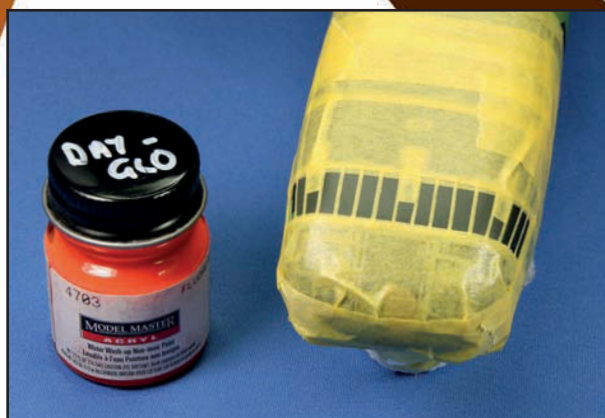
For the lighter of the greens, no colour in my paint collection would match, so a mix of Model Master Zinc Chromate and Poly Scale US Medium Green was tested on the model and found to be a good match. I decided to paint the entire model as to not miss any areas.





Step04

Masking for the darker green was probably the most challenging part of the painting process and took me two evenings to complete. Gunze Aqueous H Olive Drab was next in the sequence followed by more masking, and finally black was airbrushed on and the model set aside to dry.



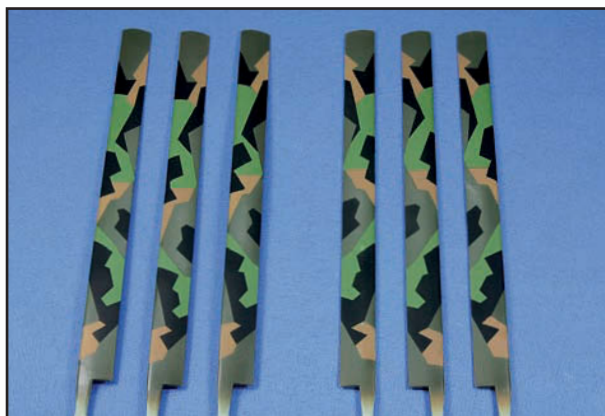
Step05

With all the masking tape removed I set about adding the Fluorescent panels on the helicopter, these were painted a base coat of white followed by a top coat of Model Master Fluorescent Orange.



Step06

Stencils for the aircraft were not available as decals so I elected to mask and paint these yellow.



Step07

It is not only the fuselage that needs endless amounts of masking tape; the rotor blades are given the 'Splinter' treatment too. These are nowhere near as difficult to mask and paint as the fuselage but some careful planning is required to get an identical pattern across all six blades.



Decals

Before commencing the decalling, the model was given a gloss coat with Johnson's Klear and left to cure. Unfortunately there are no decal sets dedicated to the Hkp4, so after some research, decals from Flying Colours Aerodecals and Belcher Bits were purchased, and from these sheets a set could be made up.

Weathering consisted of a wash with Flory Models Dark Dirt throughout the panel lines. Oils stains and fluid leaks were picked out with Citadels Devlan Mud and Gryphon Sepia washes. Finally some light brushing with various shades of pigments over the model replicated boot marks and general grime.



The Swedish Crown decals were sent over from Sweden by a good friend. The white 'Marinen' titles on the aircraft have a shadow to them, so to achieve this, the black decals were overlaid by the white, and these were then slightly offset to gain the shadow effect. The only other markings on the helicopter were the serial numbers on the tail and nose.



Scratchbuilt Parts

From the onset of the build I knew of several parts that would require scratch building. The large antennae along the side of the fuselage was not included in the kit so was fashioned from copper wire and painted green. Moving to the front of the helicopter, the large rear view mirrors on the Japanese kit aircraft are a different shape and size to that of the Hkp4. These were built from copper wire and plastic rod with Bare Metal Foil used for the actual mirrors. The winch mechanism is also different to the kit example and needed building from plastic rod. There are a couple of areas of the model that lack any great detail; these are the intakes on the tail and engines. The tail intakes were measured and Evergreen 10thou plasticard cut to produce blanks, they were then painted black and yellow. For the engine covers I used latex gloves that were stretched over the model and glued in place before being painted green.



Final Assembly

Before final assembly, the model was given a flat coat with Model Master Flat Coat. The rotor blades were attached to their heads and after checking my references, cemented into the correct position. As the aircraft was to be modelled in a parked position, I elected to have the rotor blades in a tied down state. For this I used white cotton thread, and again checking references used the correct tie down locations. Finally, the landing gear was cemented into position and left to cure.



Final Thoughts

Before I started this project, the thought of attempting the Swedish Splinter camouflage had me in a cold sweat. With some time, patience and careful planning I must admit really did enjoy the build; in fact I enjoyed it that much I have made a start on a Swedish Saab Viggen. This was also the first time I had built one the Academy CH-46 kits, and I have to say it was a joy to build. I was most impressed with the fit of the clear parts, especially the cockpit glass; most helicopter kits have problems here but not with this kit, thoroughly recommended.





Flown initially on 17 May 1945, Lockheed's P2V Neptune was to become the backbone of Navy patrol squadrons for 15-years, from 1947 to 1962. Used by many other nations, the Neptune continued in front-line operation until 1984. Seen here is a P2V-7 with its speed-boosting underwing jet engines. This aircraft is unusual in having a mainly natural metal finish.

US NAVY AIRCRAFT, THEIR LIVERIES AND MARKINGS

PART THREE

BY HUGH W. COWIN

From Run-down to An Uneasy Peace, September 1945 – June 1952

While the run-down in aircraft orders had started early in 1945, the Japanese Surrender in September 1945 brought a torrent of contract cancellations and, to make matters worse, development programmes around many new aircraft were extended to save cash outlay. Faced with an ascendant Army Air Force, whose use of the atomic bomb had brought Japan to its knees, along with the clamour to reduce the previously massive spending on defence, the Navy found itself facing darker times ahead.

Navy fortunes continued to deteriorate through the 1940s. In October 1947, came the formation of the US Air Force and with it new clamour to fund a new generation of jet combat aircraft in the shape of North American's F-86 Sabre and Boeing B-47 Stratojet. Later, Navy plans for a bigger, better super carrier lost out in the funding stakes to the lumbering Convair B-36 strategic bomber programme on 23 April 1949.

keep up with Army Air Force and foreign jet fighter developments continued to be eroded.

Regardless of these setback and the ongoing constraints on defence spending, the Navy valiantly pressed on with a range of developments until the outbreak of the Korean War in June 1950. They ranged from attempts to keep up with the Air Force by launching big, long-ranging Lockheed P2V Neptunes off carriers to prove that they too could strike distant targets, to developing some of the most novel fighter configurations of the time, exemplified by Vought's F7U Cutlass.

From the Navy's viewpoint, the Korean War could not come soon enough – proving as it did the value of the nation's naval mobility and usefulness. Within the year, defence funding was again significantly on the increase and, thanks to the ongoing decline in global East-West relationships, would continue that way for some time to come. The only significant change in markings during this period came in January 1947 and applied to all US aircraft. This required the addition of a red horizontal stripe across the centre of the outlining white band either side of the national star insignia.



Above Not all Navy and Marine squadrons operating over Korea flew jets, as evidenced by this 1952 image of an all-black Vought F4U-4N night fighter operating with VMF (N)-513. (US Navy).



Above A extremely rare image of a Grumman F7F-2D Tigercat of VU-4 taken in the late 1940s. Too late to play much part in World War 2, the Tigercat was mainly used in the early post-war by the Marines as a land-based night fighter. A small number of machines were modified as F7F-2D drone controllers, by having a second pilot's position added behind the existing cockpit to house the controller. A Grumman F6F-6K's tail is visible behind the Tigercat's nosewheel. (US Navy)

Above Following World War 2, the Navy was to make increasing use of time-expired aircraft as unmanned drones for target, as well as test purposes. These Grumman F6F-6K Hellcat await taking part in the Bikini Atoll nuclear weapons tests that started in 1946. Finished in overall orange, F6F-6K drones were still around to be sent against targets in North Korean as late as 1952. (Cowin Collection)

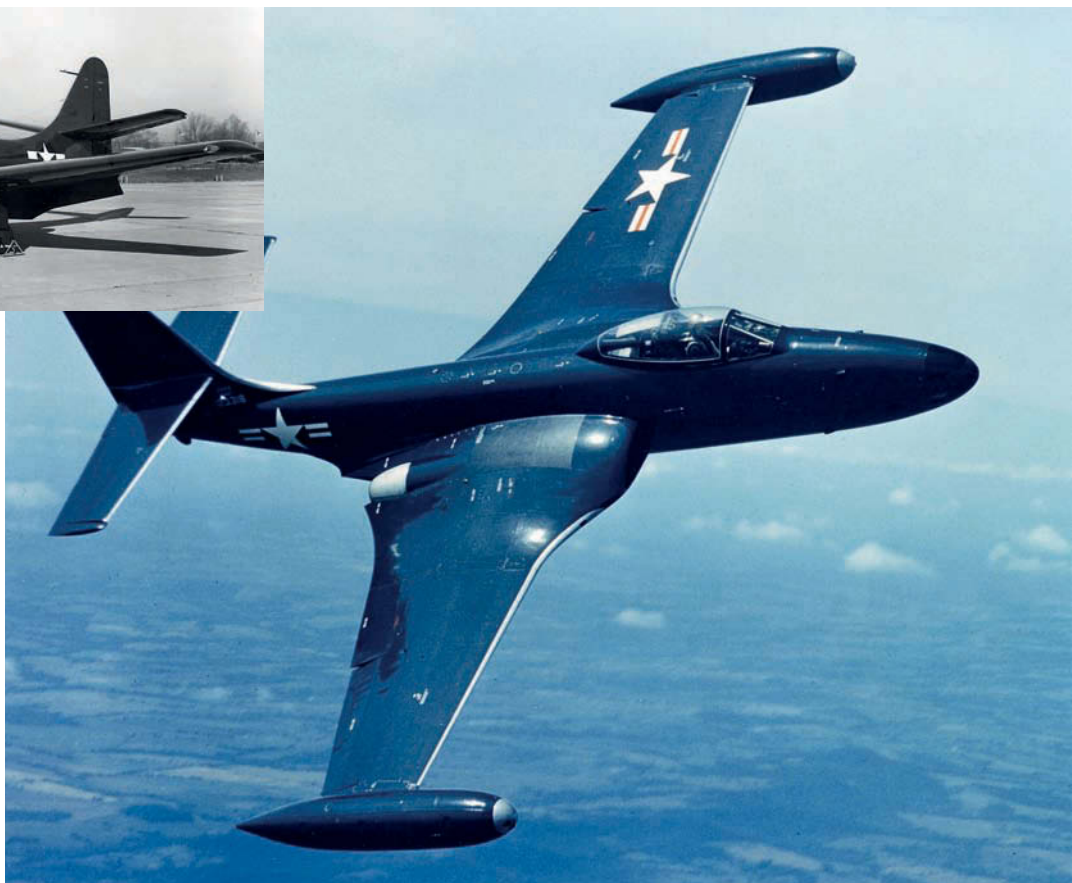
Below A relatively small number of Grumman F8F-1 Bearcats had been delivered to operational squadrons when war ended, but the fast-climbing interceptor of which 1,263 were built proved popular with Navy pilots until its retirement in late 1952. Seen here are a trio of F8F-1s readying to depart USS Tarawa in 1949. Few bearcats found their way into the Marines other than these Quantico-based machines used for weapons training into 1951. (both US Navy)



Left Also shown is one of the early P2V-1s used, to demonstrate a nuclear weapons delivery capability. Having set a new World Record by flying P2V-1 'Truculent Turtle' non-stop from Perth, Australia to Columbus, Ohio, a distance of 11,237 miles in 55 hours 17 Minutes, between 29 September and 1 October 1946, the Navy then flew a series of long-range missions, most with representative warloads, to show their long range nuclear delivery capability existed. However, while all of these long range flights took off from carriers, they all landed back on land, which begs the question whether they would not have been one-way in times of war? The P2V-1 shown is being rocket-assisted from the deck of USS Midway on 5 October 1949, Similar earlier P2V tests had involved USS Coral Sea in April 1947. (Lockheed and US Navy)



Above & Right McDonnell became 'the new boy on the block' as a supplier of Navy fighters when, on 26 January 1945 their XFH-1 Phantom made its maiden flight, leading to the subsequent delivery of 61 examples. These were the Navy's first jet fighters, with initial deliveries going to VF-17A. The pilots of VF-17A became carrier-going qualified on 5 May 1948. Meanwhile, McDonnell had been working on a larger, improved development, the F2H Banshee, which first took to the air on 4 November 1947. Entering operations in March 1949 with VF-171, both day and all-weather versions of the Banshee served with the Navy and that of Canada, with a total of 894 being delivered, ending in August 1953. (both McDonnell)



Above & Right Grumman's first jet fighter offering to the Navy, the unswept XF9F-2 Panther flew first on 24 November 1947 and entered operations in May 1949 with VF-51. 1,388 Panthers were delivered to both Navy and Marines squadrons, whose front-line life ended in late 1951. Panthers played a major part throughout the Korean campaign. Thanks to the success of the Panther, Grumman were given the go-ahead to produce a swept-winged version, known as the F9F-6 Cougar. Flown first on 20 September 1951, Grumman delivered a total of 1,985 of the three Cougar variants to both Navy and the Marines, where they operated until 1967, when they were retired to fly with Reserve units. (Grumman and US Navy)





Left & Below The late 1940s and early 1950s was a period in which the Navy toyed with many innovative fighter designs, most of which remained as prototypes only. One that many Navy pilots wished had remained so was Vought's F7U Cutlass. Flown first on 27 September 1948, the Cutlass went through protracted development before being released for operations in December 1954 with VF-81. Tricky pilot handling qualities, particularly in carrier flying saw most confined to land-based operation. Of the 305 delivered to the Navy, only the F7U-3 and F7U-3M and F7U-3P versions entered service, these being withdrawn as soon as Vought F8U Crusaders became available. Seen here is an F7U-3M used in AIM-7 Sparrow missile trials, along with a standard F7U-3 of VF-124 aboard USS Hancock in August 1955. (both US Navy)



Above & Right The two images seen here, taken nearly two decade apart testify to the ruggedness and longevity of Douglas's Skyraider. First flown on 18 March 1945, Douglas went on to deliver 3,160 Skyraiders to the Navy over the next seven and a half years. Initially operational by December 1948 with VA-19, the Skyraider was originally designed as a single-seat, carrier-going strike aircraft. Over the years, its development led to multi-seat anti-submarine and early warning variants of which there were 23 in all. The Skyraider went on to play a prominent part both in Korea and the later Vietnamese War. Retired from front-line duties by the Navy in April 1968. Ten other nations were to use the type, the last of which was retired in 1986. Show here is an early AD-1, used in weapons trials at Patuxent River in 1947-'48, along with an A-1H of VA-176 over Vietnam in 1966. (both US Navy)





Above & Right Despite their successful use of land-based patrol types, such as the P2V Neptune, Navy reluctance to give up the flying boat led to the Martin P5M Marlin, first flown on 30 April 1948. The first operational P5M-1s went to VP-44 in April 1952, with 144 of this version being built. In August 1953, Martin flew the prototype XP5M-2 Marlin, shown here, embodying a 'T' tail unit and other improvements. The P5M-2 became operational in June 1954. In all, 145 P5M-2 were produced, with 10 destined to fly with the French Aeronavale. (US Navy and Martin)



Above & Right Overshadowed by the better publicised Air Force X-plane programme, the Navy's jet propelled Douglas D.558-1 Skystreak and later rocket-powered D.558-II Skyrocket contributed materially to the overall post-war US high-speed research programme. First flown on 14 April 1947, the three Skystreaks were able to stay aloft for far greater periods gathering data than their rocket-propelled contemporaries. Later, the Swept-winged Skyrocket, first flown on 4 February 1948, went on to become the first US aircraft to exceed Mach 2 in November 1953 (US Navy and NASA)





Right First operational with VU-7 in December 1947, 92 Sikorsky's HO3S were bought and found many uses from shipborne observation to carrier pilot-saving. The HO3S-1 seen here operating in Korean waters belonged to HU-1 aboard USS Princeton in the early 1950s. Flown by both Navy and Marine units, the last seagoing HO3S retired in November 1954, while some land-based examples continued until 1957. (US Navy)



Left & Below. During the late 1940s and into the 1950s the Navy was almost totally dependent upon the Air Force for its advanced trainers, as seen here in the shape of a Marine single-seat Lockheed TO-1 Shooting Star, the Navy designation for the Lockheed F-80C. 50 TO-1s were delivered in 1948, although 16 of these were promptly diverted to form a front-line Marine fighter squadron. In 1949, the Navy started to buy its first two-seat TO-2s, version of the Lockheed T-33A, taking 699 examples in all. Later, starting in 1956, Lockheed were to deliver 149 examples of a much improved, navalised version of the T-33, known as the T2V-1 Seastar. (both Lockheed)



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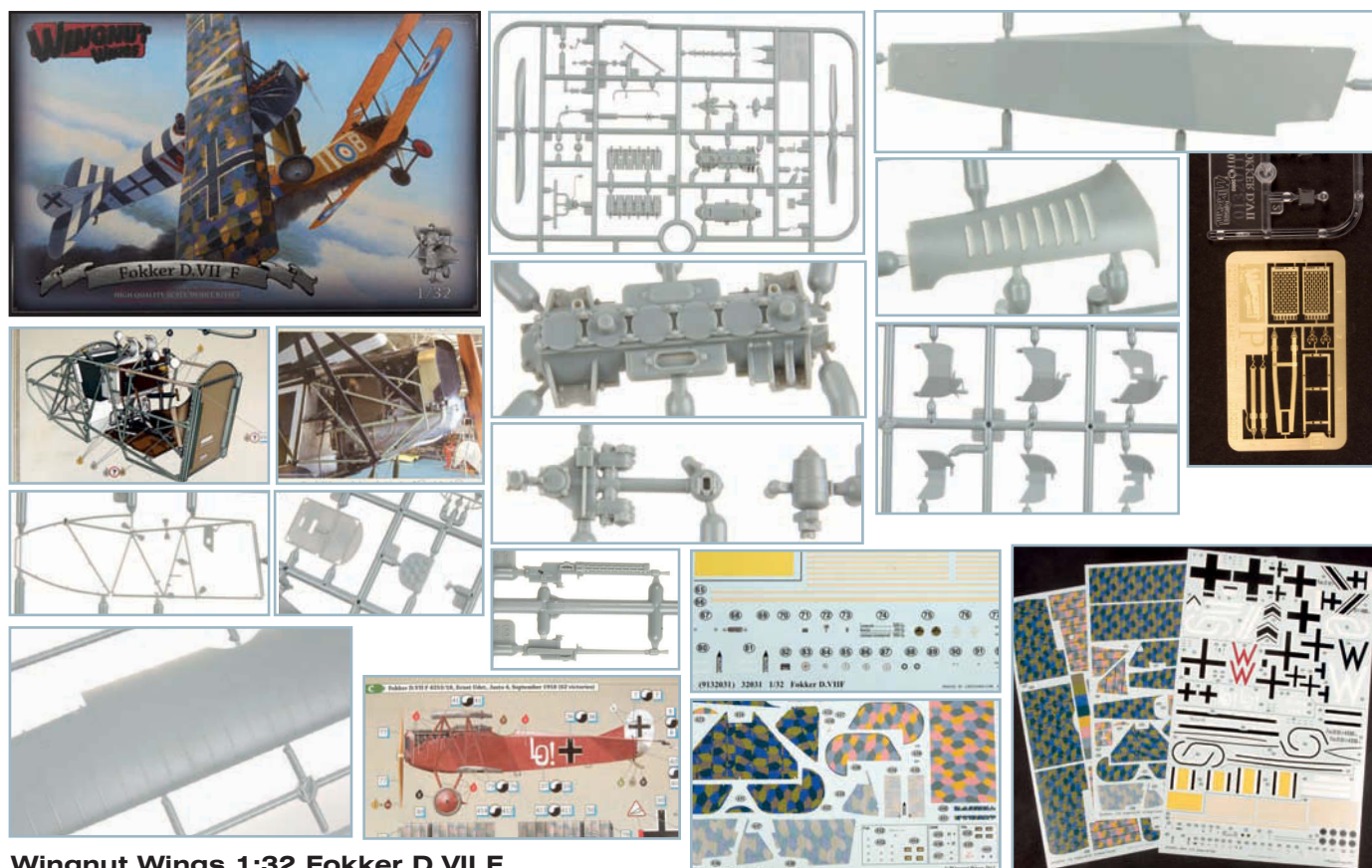
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This publication is the first in a series of books showcasing a number of different kit builds that detail the methods and materials used to achieve these stunning models. Some of the aircraft in the first volume include a Roland D.IVA, RAF SE5, Hansa Brandenburg, and a RE8 Reconnaissance. The book also contains technique features on rigging and painting woodwork finishes.

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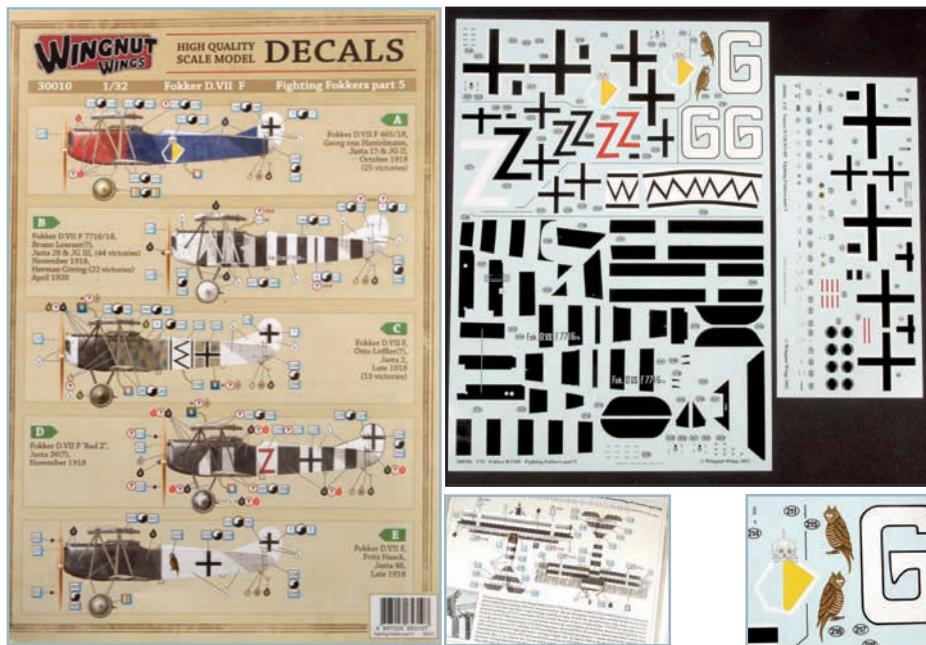
Wingnut Wings 1:32 Fokker D.VII F

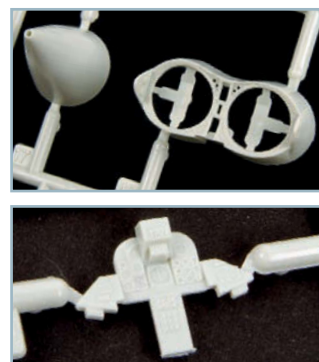
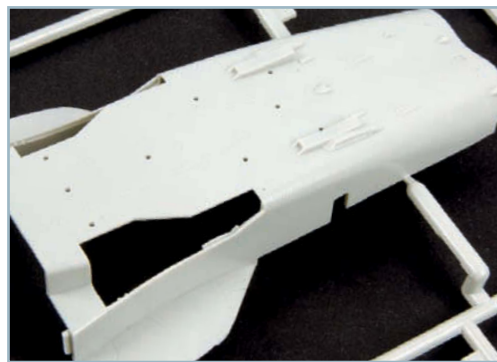
This is the fourth Fokker D.VII release by Wingnut Wings and represents the later version with the more powerful high altitude BMW IIIa engine. As such this was the power plant that all pilots wanted. The kit carries over many components from the earlier versions as you might expect as the fuselage and wings are identical and only the engine and cowlings differ. The new sprues, G and E cover these parts and the cowlings are beautifully rendered with fine open cooling fin details. Depending on your choice of the five different marking schemes you may have to shave off selected louvres. As with all the Wingnuts kits the engine is designed to be fully exposed if you wish and is consequently extremely detailed. All it really needs in terms of additional detail is the electrical connections for the spark plugs. Wingnut Wings have provided some excellent colour reference photos of the Association Memorial Flight's engine in their instruction booklet should you wish to take things further. The cockpit is familiar from the other VII kits and is very detailed, providing a complete 'tub' to plug into the fuselage halves. Once again we love the faded reverse side of the

lozenge patterned fabric for the sides of the cockpit walls. The excellent instructions provide all the colour references so even a complete WW1 novice can dive in with complete confidence. The twin Spandaus are provided with optional solid or photoetched barrel sleeves and a section of plastic tube to roll them around which is a nice touch. The same fret also provides seat belts and other details. With minimal rigging the D. VII is an ideal choice if you are daunted by the prospect and the lozenge patterned fabric is all supplied on the superb Cartograf decal sheets so it really couldn't be easier. The remainder of the assembly, wings, tail and undercarriage is completely straightforward and simple and there are a choice of two propeller styles as well. The five different colourful schemes are fully illustrated and supported by period photos of the subject aircraft and there is an additional choice of a further five aircraft available separately, see our review here. Overall another top notch Wingnut Wings kit that provides all you could want from a model, state of the art in every sense! Available from www.wingnutwings.com

Wingnut Wings 1:32 Decals Fighting Fokkers Part 5 Fokker D.VII F

This sheet is designed to compliment the new D.VII F release and offers an additional five schemes to tempt you away from those supplied in the kit. As with all the Wingnut Wings decal sheets you get a four page full colour instruction leaflet with notes about the specific features of each aircraft and optional parts to be used. There are archive pictures of the subject aircraft and some background and biographical detail of the Pilots. The striking black and white striped scheme B for example depicts an aircraft flown by Herman Göring in 1920. The two decal sheets which come with the set are as always impeccably printed by Cartograf and provide all the instrument dials and generic placard and stencilled markings from the kit sheets which is handy. They do not provide any of the lozenge markings however but these are already in the kit. Highly recommended. Available from www.wingnutwings.com



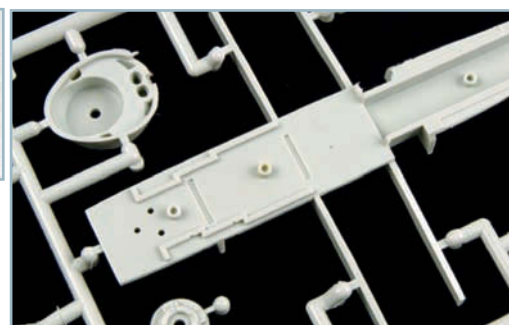
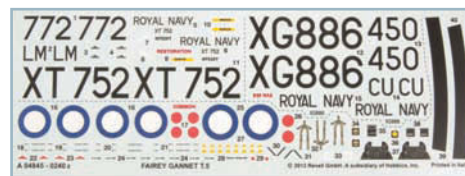
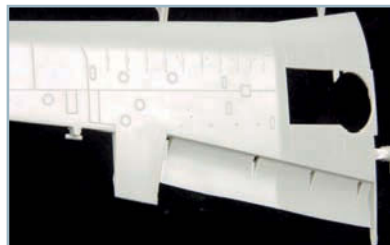
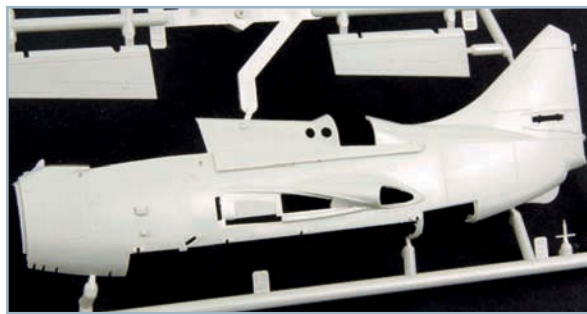


Revell 1:72 Tornado ECR Tigermeet 2011/2012

Another outing for Revell's well regarded Tornado with another in their series of the 'Tiger Meet' markings to test even the most deft of decal appliers. Five sprues of around one hundred and fifty parts is pretty high for a 1:72 subject, this equates to high levels of detail all round and we're reminded of the beautiful surface detail with delicate rivets and panel lines. The cockpit offers nice raised fascia detail across the instrument panels and good multi-part seats which all are enclosed in a forward fuselage section.

The mid fuselage section consists of a top / bottom (all similar to the Hasegawa kit if I remember correctly?) and the wings are designed to remain moveable and mesh together to ensure the right alignment. Engines and wheel wells also get a thumbs-up for detail and the under-wing stores are busy with the ECM pods,

HARM and AIM-9L missiles and fuel tanks. The real challenge with this project will undoubtedly be the paint and decals, this is a seriously complex scheme with everything applied over grey base colours, there's around as many individual decals as there are parts in the kit! No doubt if done well you'll end up with a stunning looking Tornado and it's the only marking option with this release and the Cartograf quality is superb. Still looking sharp after all these years, Revell's Tornado offers excellent quality and value - just make sure you're well stocked with your favourite decal softener. Revell model kits are available from all good toy and model retailers. For further information visit www.revell.eu or email ukbranch@revell.de



Revell 1:72 Fairey Gannet T.5

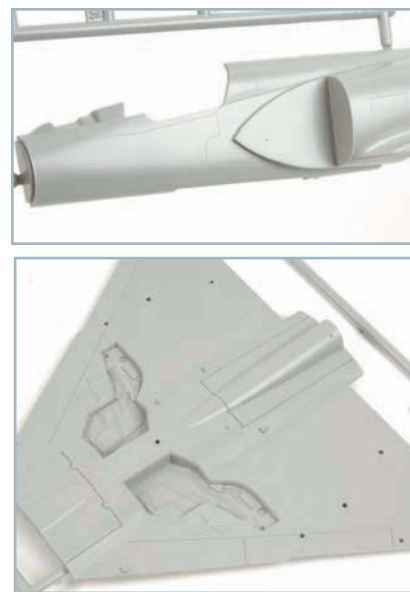
Revell revisit their lovely little Gannet to produce a T.5 version which admittedly isn't hugely different to the AS Mk 1/4 containing a new sprue of half a dozen parts. Commonly regarded as the best kit in seventy-second of the subject, we're reminded of Revell's excellent recent tooling of their new kits with superb surface detail and welcome features such as the fully positional control surfaces. Assembly starts with the weapons bay which has fine ribbed frame detail (although our sample has flash present to clean up), the base of the cockpit attaches to this incorporating sturdy wing spars which make for a very positive fit and the instructions call out for the modeller to add some weight up front to avoid the obvious tail-sitter frustrations. The cockpit is well

detailed for this scale and can be viewed clearly if using the optional open canopy parts. Clear parts are nicely done with crisp frame detail to help with masking. This kit is top quality with lots of positive features but a couple are overlooked; no weapons are supplied and the Gannet's complex wing fold isn't offered (although available as aftermarket parts should you wish to display in carrier mode). A couple of marking options are carried on the small decal sheet, one of which is a recently restored flying T5 from the USA, both in the striking light grey / bright orange. More quality, value modelling on offer from Revell. Revell model kits are available from all good toy and model retailers. For further information visit www.revell.eu or email ukbranch@revell.de

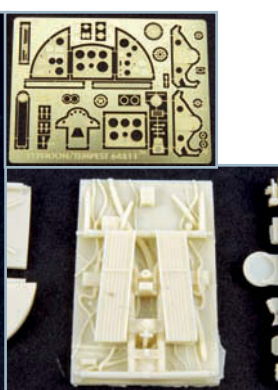
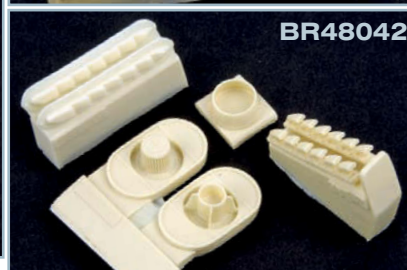
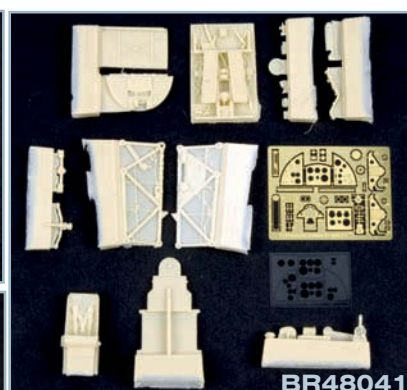


Italeri 1:48 Nesher / Dagger

One of Italeri's 'Super Decals' offerings here with no less than six choices of markings and two different versions of the Mirage, an Israeli 'Nesher' and the subsequently purchased Argentinian 'Dagger'. The box states 'Upgraded Moulds' but I'm not sure what's been tweaked on the original Esci tooling. The moulding looks very dated by today's standards with simplified cockpit detail and raised panel lines, really the sort of kit most of us would be looking to add some aftermarket parts. The moulding quality is decent enough considering the age of the tooling with small amounts of



fine flash here and there and presents a very simple build indeed should you go for a quick out of the box approach. The decals are the only real pull of this release, at almost A4 size the quality is first rate offering two Israeli markings from the Yom Kippur war, two French markings, one Belgian and one Argentinian from the Falklands War. You'd probably expect to pay around half the asking price of the kit for the decals alone so although a very out-dated kit it's still decent value.



Barracuda Cast

One thing that can leave the modeller disappointed with even the nicest of kits is tire tread and wheel detail, especially on bigger scale projects. Resin wheels are nothing new but these are among the nicest we've seen on the market from Barracuda with faultless rendering and casting. In 1:32 (applicable to all manufacturers' kits) for the P-47 C/D are BR32059 block tread pattern, BR32060 diamond tread pattern and BR32061 cross tread pattern. All are supplied with a choice of separate hub pattern also. BR32066 is a set of main and nose wheels and fittings for the Me 262 (again applicable to all manufacturers' kits) with a ribbed hub while BR32067 is the set of the same but with the smooth hub Superb diamond tread pattern and lettering on

the sidewalls!. Next in 1:48 if you have a Hasegawa Typhoon on your to-do list these sets will be most tempting; BR48041 is a 'bubble-top' cockpit set, very comprehensive with photoetched parts and printed acetate instruments complementing the superb resin, excellent instructions are also included. BR48043 gives you beautifully detailed main and tail wheels in resin and BR48042 will detail up the sharp end of your Typhoon with two styles of intake internals and exhausts to choose from. Very high quality products all round. www.barracudacast.com will show the rest of their available upgrades and also their BarracudaCal decal range and BarracudaGraphs range of books and monographs.



Wings Cockpit Figures 1:32 WW1 Flight Crew

The second batch of releases from Wings Cockpit figures focuses on WW1 flight crew and with the popularity of the Wingnut Wings kits, these new figures should be welcomed by many modellers. Quality is excellent and the casual stances of the standing figures are expertly captured making them perfect to pose with your latest biplane build. The first of these in our line up is LSK 01 'Standing LSK Pilot in flying leathers 1915-18' who is packed with swagger and expression and sports a great sneering expression. Next we have RFC 03 which is a RNAS Pilot 1915-18 and then RFC 02 which is an RFC or RNAS Pilot in Sidcot Flying suit 1917-18. LSK 02 is an LSK Pilot in flying coat adjusting his goggles. All these are single piece castings so there is no assembly to trouble with just some minimal clean up and you can break out the paint!

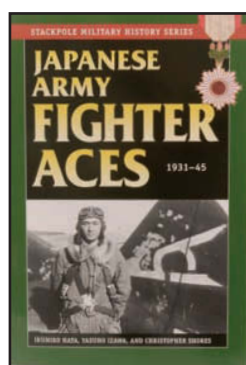
Seated figures next and RFC 05A is an RFC SE5a pilot, designed to fit into the snug confines of the cockpit he has notches in his arms to do so and comes with a choice of three different heads. RFC 06 is designed for the Wingnut Wings DH2 kit with the pilot waving at ground crew. There are a choice of two heads and we really like the totally muffled one, ideal if painting faces is not your thing! Lastly we have RFC 04 which is an RFC Mechanic in the act of swinging the propeller, great to combine him with one of the seated pilots. Superb additions to the range and there are also a pair of two man crews for the FE-2b planned, one relaxed and one with the gunner shooting back over the top wing. Wings Cockpit Figures are available from www.wingscockpitfigures.com and can also be ordered from Model Design Construction.



Mk1 Design 1:32 HVAR 5" Rocket

A long time favourite upgrade with armour modellers is the turned metal gun barrel so we thought we should take a look at a similar approach for aircraft taken by Mk1 Design (part of Ka models of Korea) This beautifully produced set of four multi-part HVARs are created from machined aluminium, etched brass and even detailed decals to finish. Lots of options of 1:32 kits to load these up on to provide the ultimate detailed finishing touch. Superb.

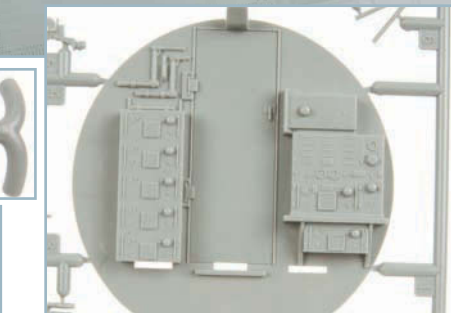
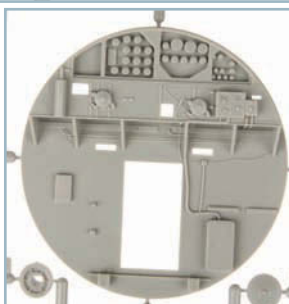
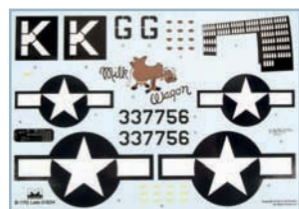
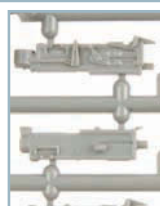
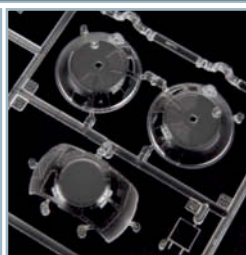
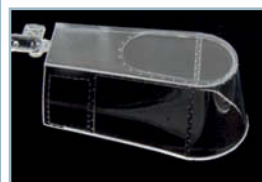
Thanks to the guys at Hobby Link Japan, stockists Mk1 / Ka products, for getting the sample to us so quickly. www.hlj.com



Japanese Army Fighter Aces 1931-45

By Ikuhiko Hata, Yasuho Izawa and Christopher Shores
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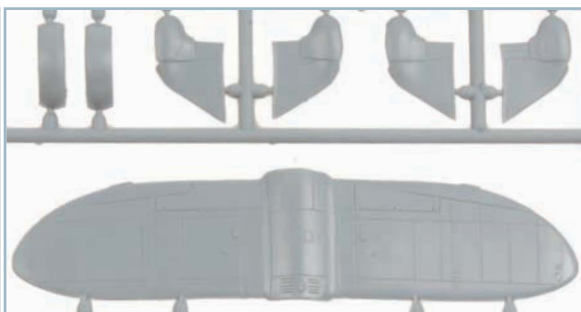
This chunky little softback book sees the same three authors who collaborated on 'Japanese Naval Fighter Aces' present some very in-depth information on the Army aces. The book starts with an overview of the JAAF followed by units and their markings covered in great detail, but from a modeller's perspective unfortunately in only black and white with colours indicated in the text. The detail of every unit's make-up is very thorough with the pilots, aircraft type and bases all indicated in a table format. Numerous period photographs feature throughout but aren't the best visual reference due to their small size and the paper quality. The final section is the main focus, the pilots themselves which each 'Ace' covered with around half a page each. This is very much a historical 'reading' book rather than a visual modelling reference and with such a specialised subject focus will certainly have great appeal to the avid Japanese aviation enthusiasts but not really one for the occasional JAAF modeller with the limited visual appeal of the layout.



HK Models 1:32 B-17 G

Following on from their impressive 1:32 B-25 Mitchell kits, HK have stepped up to release the B-17G in the same scale. Obviously enough it is a massive kit with a 98.9cm wingspan and a 70cm long fuselage and we think it impossible not to be immediately impressed just because of the impact the massive parts make! Once you get over the sheer size (although we are not sure we have yet) and study the details you can see what an excellent job HK have done with the model. The surface detail is excellent with recessed panel lines and rivet detail across all the surfaces. The real aircraft has a distinctive raised rivet pattern and so the recessed version on the kit is not strictly accurate. It will however paint up beautifully so while we might have preferred to see the actual surface replicated we can turn a blind eye to this conceit. There are several aftermarket rivet systems that could be used to correct this but when you see how many there are.... just rejoice in having a 1:32 B-17! The kit provides a fully detailed fuselage from end to end with moulded rib and stringer detail running throughout the fuselage halves. The kit has been cleverly designed with a separately moulded raised spine section from the cockpit back to the radio room which dry fits with pleasing exactness onto the rest of the fuselage. The nose and tail gun are both moulded separately too to allow the B-17F to be easily produced as a follow up kit. Sadly only the late pattern Cheyenne tail turret is provided which restricts the choice of schemes and the waist guns are the staggered pattern with the late style single glazed windows. The level of interior detail is very good with everything that you need to assemble the model from the box. There are some moulding short cuts with half moulded fire extinguishers on wall panels for example, but even at this scale there are still restrictions on how much you can see of the interior. The super detailer can go mad with the interior should he wish but

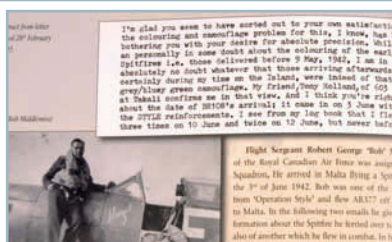
what is supplied is already good to go, with radio sets, .50 Cal mounts and ammo feeds and oxygen supply panels. The only really weak areas are the .50 Cal MG barrels which like those on the B-25 kit are lacking any definition for the cooling holes. Fortunately there are plenty of aftermarket replacements for these. The bomb bay is fully detailed and comes with a bomb load and the doors can be modelled open or closed. The front crew hatch can be opened but the two rear fuselage doors are moulded into the fuselage. The engines are also well detailed although they will need the electrical connections adding which will be demanding with four of them to detail. The supercharger units look excellent and the detailed wheel bays fit perfectly into the wings. The massive wings feature super sized location pins and they feature open vent slots on the trailing edges which are just begging to have the soot stains airbrushed over them! For those concerned about the storage of such a huge kit, the wing/spar design is very clever with we think the possibility to be able to detach the wings without compromising the look of your model. The clear parts are also very good with individual glazing panels to sit into the top turret framework. The ball turret combines clear and solid parts and the cockpit windscreen is sensibly split into front and side sections - the option for opening the sliding side windows would have been nice but could easily be modified. The kit only provides a single choice of markings which is something that HK could improve upon as a few more choices would be appreciated. No doubt the aftermarket decal suppliers will come to the rescue. This is a massively impressive kit which deserve a huge thumbs up and with the B-17F and Avro Lancaster both in the pipeline in the same scale, large scale fans really are living the dream!



AZ Models 1:72 P-26 'Peashooter'

Our first look at an AZ Models kit, typically slightly obscure subjects are offered by AZ but rather than resin as the main medium these short run kits are moulded mainly in styrene which will be welcomed by many modellers. An attractive box houses a single grey sprue, small decal sheet, a resin engine and a small piece of clear acetate to create the flat windscreen. The moulding is typical of a short run tooling, some excellent fine surface detail with fine recessed panel lines which will give a nice delicate look to this diminutive little aircraft in this small scale. With only around thirty parts to assemble cleaning some of the parts of flash is no big deal and some of the attachment points are heavy requiring

care when removing the parts. Upper and lower wing surfaces are moulded as a single part adding to the simplicity but there is a little rigging to complete to keep you on your toes, a diagram providing good positional reference. Three very diverse colour schemes are offered, overall silver with red detail, a black night-fighter and an olive drab with grey undersides. All versions are Hawaii based in 1940 / 41. What you'd expect from a short-run kit and very welcome to see a relatively new company producing affordable off-beat subjects to a high standard. Thanks to Hobby Link Japan who stock the AZ range and sent us our sample.



Malta Spitfire Vs, -1942 Their Colours and Markings

By Brian Cauchi

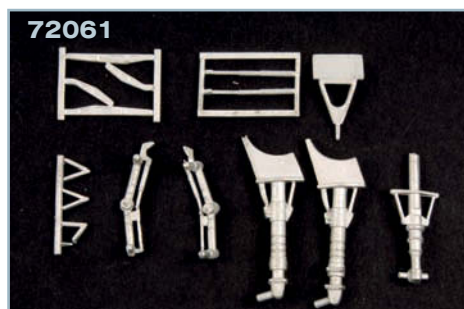
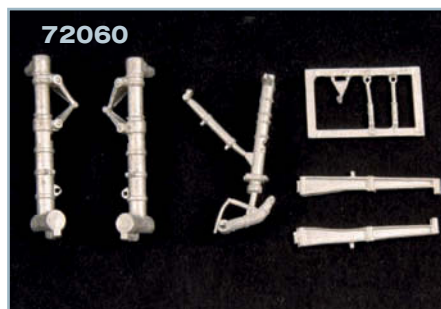
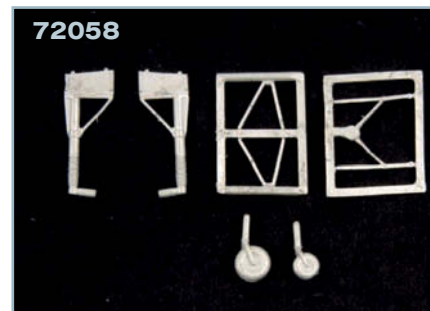
A4 softback Portrait format, 168 pages

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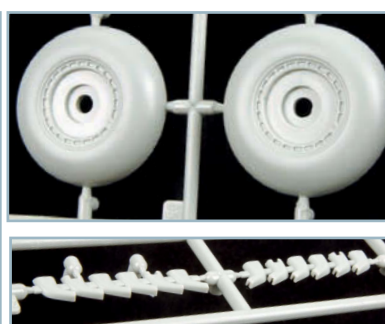
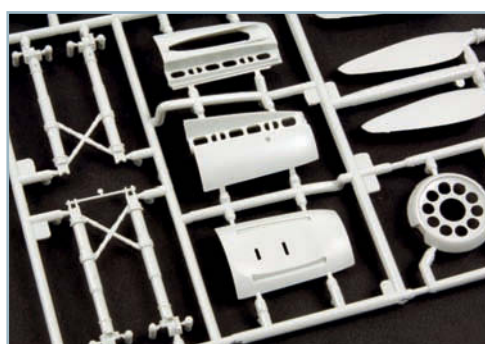
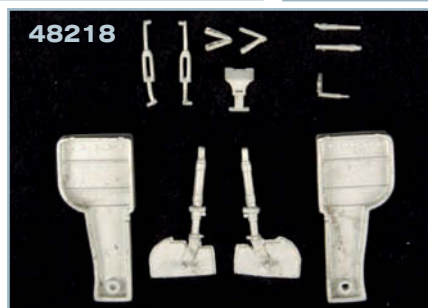
There can't be much that hasn't been written on the Spitfire so fans of the marque will no doubt welcome such in-depth studies such as this new release from MMP. The hard worked and worn Spitfires operating from carriers and Gibraltar at that period no doubt make great modelling subjects and the colour schemes of these aircraft have long been a topic of debate amongst enthusiasts. This book gathers a very comprehensive amount of evidence from photographs, personal records and memories of pilots and crews to present the author's very detailed interpretation of how these aircraft looked, the best way to present this is by the colour profiles which are excellent representing worn finishes in great detail. A huge amount of period photographs are packed into every chapter also with the

emphasis always on relevant information regarding colours and finishes. A large number of tables and charts detail each aircraft's operation and eventual fate backed with code and serial numbers, superb reference if you choose to depict a specific Spitfire. Colours presented in a 'chip' fashion work along with colour shots of surviving pieces of aircraft in their original finishes which must provide the ultimate evidence. First hand accounts give an insight like no other as to how life was being involved with such desperate fighting with pilot profiles also included. It's evident that a massive amount of research has gone into this book and every page is packed with information and excellent modelling reference which will leave you feeling very enlightened on the subject.



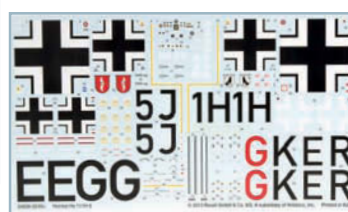
Scale Aircraft Conversions

Some additions to SAC's vast catalogue of detailed white metal landing gear, in 1:144 is set 14410 for the Great Wall Vulcan. In 1:72 is 72057 for the new tooled Airfix P-51s (one set for each version) Hasegawa's SU-33D is covered with set 72059 and 72060 enhances the Hobby Boss T-50 PAK Fa. Finally in 1:72 72061 Airfix's TSR2 gets the treatment. Just one set in 1:48 for Trumpeter's Supermarine Attacker L. In 1:32 is 32071 and one set in 1:32 is 32072 designed for Revell's Lynx HAS 3 Mk88A www.scaleaircraftconversions.com has details of the full range.



Revell 1:32 Heinkel He 111 H-6

This is the follow up release from Revell of their exciting large scale He 111 kit and the early 'P' variant with the more 'mainstream' H-6 which provides the modeller with a much wider choice of schemes. The kit carries over many parts from the original release as might be expected but there are new sprues for the Jumo 211 F-1 engine nacelles and propeller blades which are the most obvious change between the two kits. The new exhausts are moulded in two halves to provide open tips but design of them does not correspond to any of my references. The kit provides an optional set of bomb racks to fit over the bomb bay doors with a choice of bomb or torpedo loads and there is the optional tail cone MG 17 mount too. The internal bomb bay detail is still in the box but the assembly has been deleted from the instructions. The revised gondola design comes with MG FF 20mm cannon mount suitable for late model H-6s and there is another MG FF mount for the nose glazing. On the dorsal gun



position there is a new folding cover for the rear which is supplied in either open or closed positions. One of the weak points of the original kit were the MG 17 machine guns which failed to capture the look of the real thing and sadly these parts have been carried over without modification. The cockpit too is unchanged but this is really well detailed and only the moulded seat belts are something to complain about. As before the sliding roof hatch can be opened for a better view of all that detail. This version comes with a smaller decal sheet than the last with two different schemes provided, one of which carries torpedos. The print quality of the decals looks good with instrument dials and assorted stencilled markings supplied but no national markings for the tail. This still remains an impressive kit and more so when you consider the extremely reasonable price meaning that I am more than happy to forgive some of its niggles and it is great to see Revell releasing other variants of this beautiful bomber.



German Air Projects 1935-1945 Vol.4 : Attack, Multi-purpose and other aircraft

By Marek Ryś

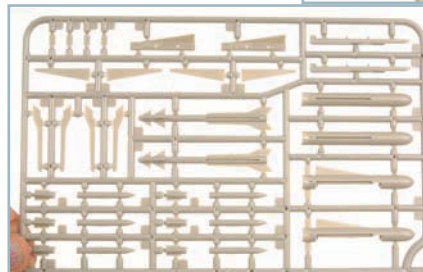
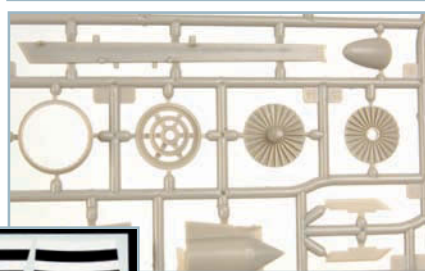
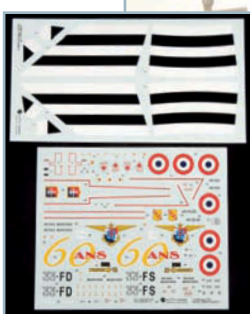
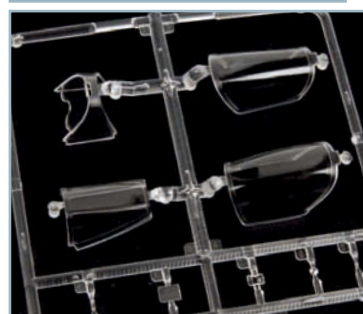
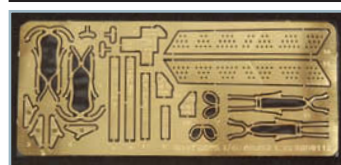
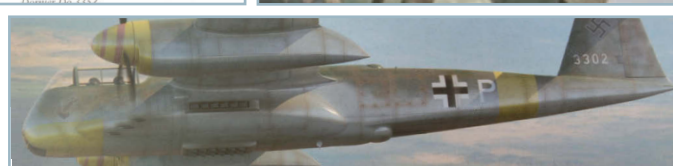
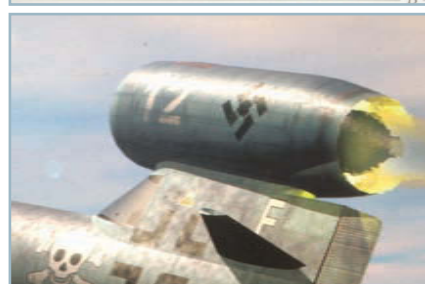
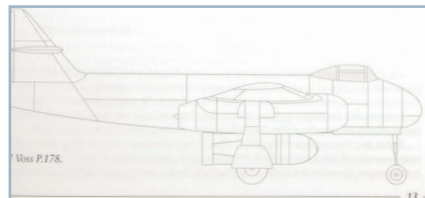
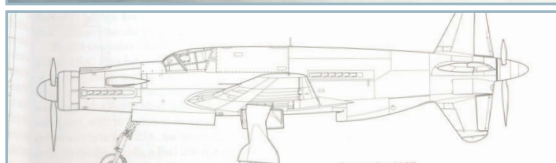
B5 softback format, 112 pages

ISBN 978-83-89450-31-9

www.mmpbooks.biz

This fourth volume seems to round-up a history that might have been of Luftwaffe speculative aircraft. These '46 paper 'planes' seem to be gathering more and more interest with modellers and offer an opportunity to let the creative side of modelling take over the rivet-counting. All of the usual German manufacturers are featured with plan drawings and explanatory text presenting some fascinating designs, many of which wouldn't have looked out of place in the past twenty years! The designs are made all the more

believable by the forty eight pages of colour illustrations of the mythical beasts in flight. The author's artwork is of a very high standard with some superb colour schemes and ideas worth the cover price alone if this is your field of interest. These days with 3D printing becoming more accessible, modelling projects of these 'what if machines are becoming more realistic and these illustrations certainly get you thinking.



Kitty Hawk 1:48 Mirage F.1B

Yet another new manufacturer to us is China's 'Kitty Hawk', this Mirage twin seater version has been released for a couple of months and Hobby Link Japan kindly obliged when we asked to look at a sample. First impressions are favourable with a quality illustrated chunky box which is brim-packed with seven grey sprues. Along with this are the usual clear styrene sprue, decal sheets and the bonus of some photoetched parts to add some extra finesse. I do like the small format of the instruction booklet which is very well produced with colour profiles for markings. So far so good! Overall the moulding quality is as we've come to expect from the major players now with the latest tooling technology producing outstanding results with subtle surface rivets and superb levels of detail from the box. It's nice to see kit designers trying different methods of sub-assemblies, here the

cockpit and nose gear are assembled as a unit which is sandwiched between the forward fuselage halves. The seats are noteworthy with two options available and etched 'belts'—doubtless we'll see a single seat version of the kit in future. Also of note is the full length engine and comprehensively detailed wings with posable flaps and PE spoilers. Under-wing stores aren't neglected either with a huge assortment of arms and drop-tanks to choose from. The four-part canopy keeps up the level of quality as do the decals with sharp register and a very thin look to the carrier film with a matt finish. Two options are offered; 3/33 celebrating the 60th anniversary of D-day with invasion bands and 33-FS with a red/white and blue striped tail. This is a very impressive kit and we look forward to seeing more from Kitty Hawk in future.



KINETIC 1:48

C2A

GREYHOUND

Who could have thought some years ago that we would actually see 1:48 models of the E-2 Hawkeye, S-2 Tracker and even a C-2 Greyhound. Yes, we are spoiled by Kinetic, as they are the ones who have provided us with these models. For NAVY buffs like myself this definitely is paradise and when the Greyhound arrived at my doorstep I just had to get going. I had seen a beautiful set of decals by Caracal and it carried markings for the VRC-40 50th Anniversary scheme. I had seen pictures of this bird and after that there was no turning back. This is what I wanted to build!

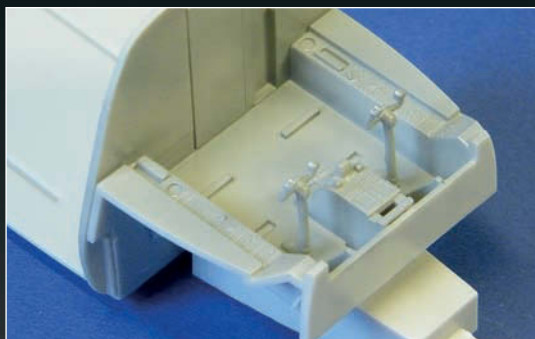
The kit consists of 209 parts in grey plastic and 14 in clear plastic, as well as two marking options (which I didn't use). It offers a full interior, the option of folded wings, different panel options for the engine sides and four and eight bladed props. Mouldings are very fine and there is a lot of detail. Although I haven't seen all Kinetic kits I do believe this is one of their finer offerings to date.



MODELLED BY JEROEN VEEN

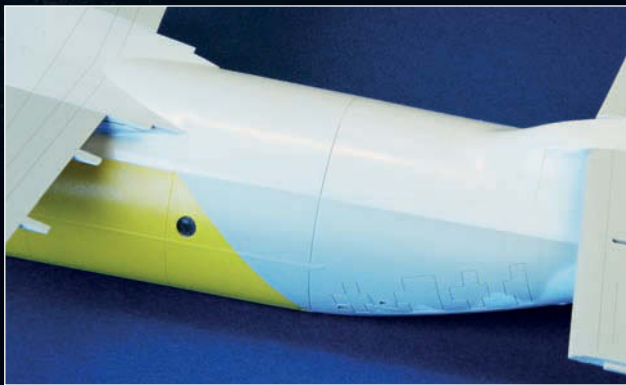


Kinetic's Kit



The building instructions suggest around 50 grams should be placed in the nose section but I believe this is enough. I had some heavy metal weights laying around from an Ikea bookshelf and I decided to use those. That meant that I had to shut the doors of the cargo bay, because the weight would have been in full view. I had already decided that I wouldn't use the wingfolds, but if you choose this option the extra weight of the folded wings behind the centre of gravity will force you to add even more lead. Fortunately this meant that I only had to paint the cockpit interior. Kinetic gives FS36375 as the colour for the majority of the parts, so I followed this suggestion and proceeded with my airbrush and fine details were handpainted. Once dry - a coat of gloss varnish was airbrushed and left to harden completely. A light wash of thinned down Raw Umber oil paint was run around details and panel lines. Some drybrushing brought out the detail. The entire cockpit was finished with a coat of matt varnish. The seats have no straps so I made these from Tamiya tape and carefully painted them.

Next it was time to close the fuselage, the fit is good, but some filler was needed. I then built the center part of the main wing and glued this in place. This section needs some extra attention, especially on the front where the wing and fuselage meet. There is a step where the two parts meet and some more filler is needed to create a smooth line here. This is necessary to get a credible structure, but again: the work isn't that difficult but requires a bit of patience. I also glued the tail section in place, but without the vertical fins to make decalling easier. The clear parts of the cockpit were masked using Tamiya tape. I take a large piece of tape, much larger than the actual window and by holding the clear parts against the light you can easily see the outline of the window which I then carefully trace with a sharp blade. After the excess tape is removed you are left with some sharply masked windows that can be glued in place before painting the fuselage!



Paint and Decals

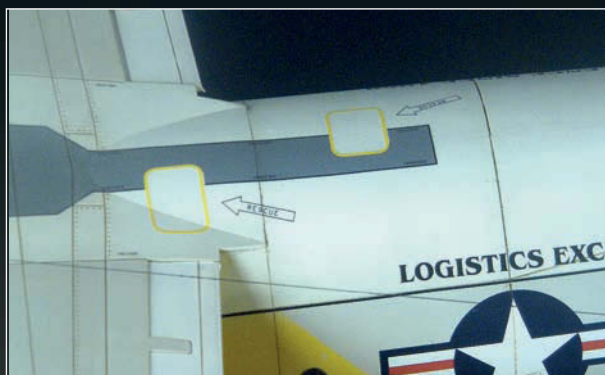
I began painting by applying a base coat of Humbrol Gloss White. I did this because with a white basecoat the yellow will stand out stronger. Once the base had dried I started airbrushing thinned Humbrol Gloss Yellow in several layers. I would describe this as a misting technique, gradually building up the thickness of the paintcoat. When the yellow had dried thoroughly I masked the transition line on the fuselage for the grey. I used Xtracolor Gloss Sea Gull Grey for this. I airbrushed this straight onto the plastic. I then added some Gloss White and with this slightly lighter colour I focussed on the centre of each panel, just to get some colour variation. Once dry I masked everything for the white colour. This was achieved with Tamiya tape, except for the wavy pattern on the tail section which instead used rolls of Blutack. The white was airbrushed and everything was left to dry for a couple of days.

It may sound strange but now is the time for the first batch of decals. The blue underside paint runs over parts of the sunburst so certain decals need to be applied at this stage. The best starting point is the Sun decal on the right side because its shape defines where it should go: it fits exactly around the metal plate on the right side, just behind the cockpit. From there on the rays can be placed. The fit is very good, except for the sunray that runs towards the leading edge of the wing. I needed to do some cutting here, and luckily Caracal provides spare red decal pieces. The decals perform very well, especially with Sol and Set. The walkway decal on top of the fuselage is also applied at this stage: it is V-shaped, but the front of the V will partly be covered with a straight yellow line. Everything was sealed with Tamiya Gloss varnish to protect the decals against masking.. Yes, it is possible to mask over decals as the protective coat of varnish will protect this. If you feel your tape is too sticky and you don't want to take a chance just stick it to your skin twice and pull it off. This will remove some of its tackiness!

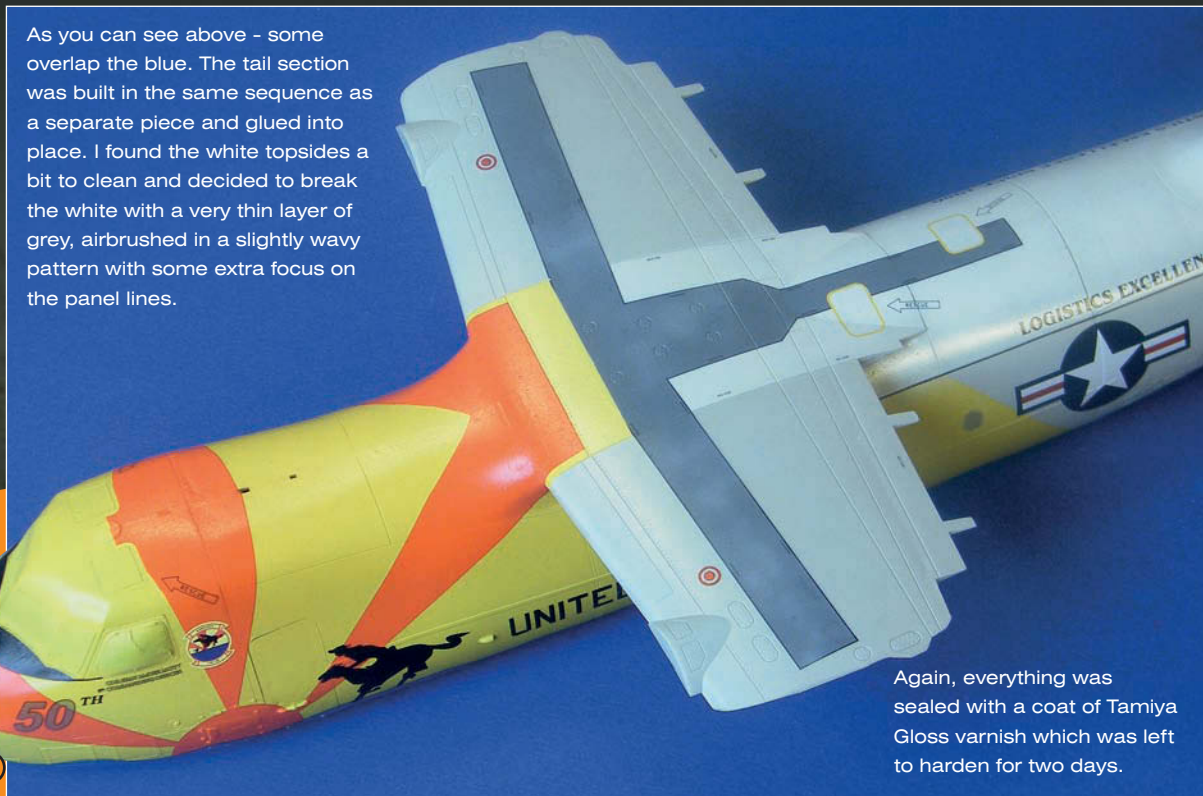




The line on top of the wings is masked with Tamiya tape and the wavy pattern of the undersides has been done with Blutack. The yellow on top was finished and the blue undersides have been airbrushed. Once all is dry the second batch of decals can be applied.



As you can see above - some overlap the blue. The tail section was built in the same sequence as a separate piece and glued into place. I found the white topsides a bit to clean and decided to break the white with a very thin layer of grey, airbrushed in a slightly wavy pattern with some extra focus on the panel lines.



Again, everything was sealed with a coat of Tamiya Gloss varnish which was left to harden for two days.



Final Fitting

The remainder of the build is very straightforward. Some points of interest perhaps. The Kinetic instructions tell you that you will first have to build the landing gear before integrating it in the engine nacelles. This may be your preferred sequence, but it is very easy indeed to build the nacelles and insert the landing gear afterwards. When building the landing gear I made some brake lines from copper wire, as I found these very distinct for the look of the entire plane. Pay attention to the different side panels of the nacelles, related to the specific aircraft you're building. Kinetic

provides you with four bladed and eight bladed props. I needed the latter for my version and they went together like a charm. Decals for the tips are provided, but unfortunately the manufacturers marks are not in the kit. The wingfold of the kit is very, very nice. I didn't want to use it because I didn't want parts of the Anniversary Scheme to disappear behind the wings. The outer wings are very easily attached with the help of a special plug that comes in the kit. No problems here. Last details were added: antenna's, windscreen wipers, lights and an aerial wire.

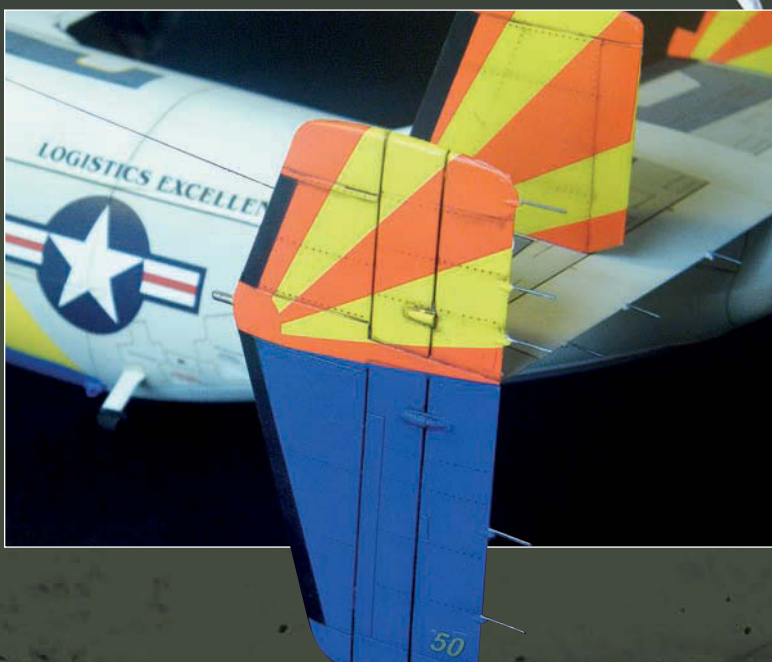






In Conclusion...

Kinetics C-2A is a big kit, especially with her wings in the unfolded position. It has to be said: Kinetic created a kit with consistent quality and detail, and it is a tremendous joy to build. No, the fit isn't flawless but in my honest opinion there's nothing that can't be solved when you have just a little experience under your belt. Straight from the box she is a real beauty, but even better: she is a superb platform for superdetailing. Just think of the possibilities for opening panels, superdetailing the inside or exposing the engines. And can you see those diorama's of this C-2A being packed or prepared on the deck of a carrier? Options are almost endless. Personally I am very grateful that Kinetics puts so much effort in creating a line of NAVY wonders. I can only hope there's more to come, especially if it matches the quality of this kit!





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